Attachment A
Electronic Newsletters and E-Blasts

Subject: Don't forget to join us for a MoPac South Open House on Nov. 10
Date: Thursday, November 5, 2015 at 3:14 PM
From: Central Texas Regional Mobility Authority <info@mobilityauthority.com>
Reply-To: Central Texas Regional Mobility Authority <info@mobilityauthority.com>
To: Crispin Ruiz cr@groupsolutionsrjw.com
Conversation: Don't forget to join us for a MoPac South Open House on Nov. 10

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MoPac South
ENVIRONMENTAL STUDY

Don't forget to join us for an Open House on Nov. 10

WHAT: Open House
WHEN: Tuesday, Nov. 10, 2015, 3 - 7 p.m.
WHERE: Palmer Events Center, 900 Barton Springs Road
Meeting Rooms 1 - 5, Level 2

Parking is complimentary in the Palmer Parking Garage adjacent to the facility with two entrances (from Barton Springs Road or Riverside Drive).

A Virtual Open House is available on www.MoPacSouth.com/voh now - Nov. 20

OPEN HOUSE DETAILS

The Central Texas Regional Mobility Authority and the Texas Department of Transportation will host a fourth Open House for the MoPac South Environmental Study to share how community input is helping shape potential mobility improvements along MoPac from Cesar Chavez Street to Slaughter Lane. No formal presentation will be given, so please come and go at your convenience.

The study team responded to the community's request for additional analysis of the proposed Express Lanes Alternative and will share information about several potential operational configuration options as well as several enhancements that were incorporated into the proposed project as a result of your input. A No Build – or Do Nothing – Alternative continues to be considered.

In addition, attendees will be able to review the results of a traffic operations analysis that was conducted by the University of Texas at Austin Center for Transportation Research to determine how the addition of Express Lanes might impact the downtown street network. We hope to see you on Nov. 10!

VIRTUAL OPEN HOUSE NOW AVAILABLE

A Virtual Open House is available online at www.MoPacSouth.com/voh through midnight on Friday, November 20, 2015. All of the information presented at the in-person Open House is available online through the Virtual Open House. All of the information presented at the in-person Open House is available online through the Virtual Open House.

Visitors can review exhibits, watch informational videos and submit comments and questions. We've made some additions and updates to the Virtual Open House since it launched on October 21st, including the addition of a new rendering and videos on the operational configurations page. To see these new materials, click here: http://www.mopacsouth.com/voh/alternatives.php

A NOTE ON THE OFFICIAL COMMENT PERIOD

Please note, the official comment period for the Open House began on Oct. 21, 2015 and will end on Nov. 20, 2015. All comments and questions submitted during the official comment period for the Open House will be recorded and responded to as part of the Summary Report for the meeting. All comments and questions submitted at any other time during the study will also be shared with and considered by the study team, and will become part of the official project file for the Environmental Study.

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- Call the study team: 512-996-9778
- Attend public meetings
- Invite us to meet with your group

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Subject: Join us for a MoPac South Open House on November 10
Date: Monday, October 12, 2015 at 5:12 PM
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Reply-To: Central Texas Regional Mobility Authority <info@mobilityauthority.com>
To: Crispin Ruiz cr@groupsolutionsrjw.com
Conversation: Join us for a MoPac South Open House on November 10

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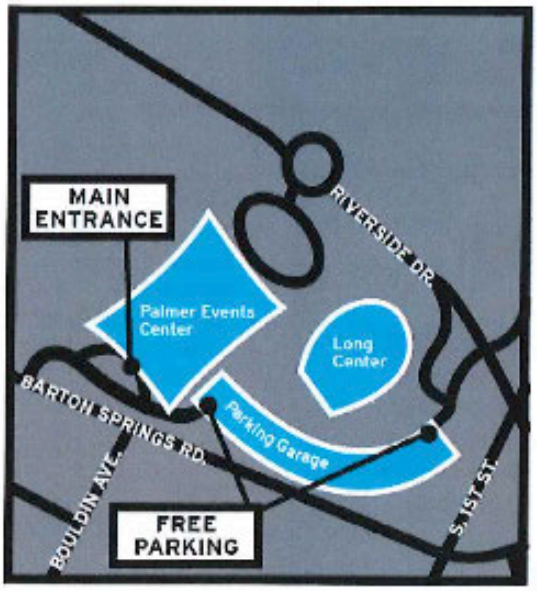
MoPac South
ENVIRONMENTAL STUDY



Get the latest on the MoPac South Environmental Study at a Nov. 10 Open House

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The study team responded to the community's request for additional analysis of the proposed Express Lanes concept and will share information about several potential operational configuration options as well as several enhancements that were incorporated into the proposed project as a result of your input. A No Build – or Do Nothing – Alternative continues to be considered.

In addition, attendees will be able to review the results of a traffic operations analysis that was conducted to determine how the addition of Express Lanes might impact the downtown street network. We hope to see you on Nov. 10!

VISIT OUR VIRTUAL OPEN HOUSE

Between Wednesday, October 21 and Friday, November 20, 2015, a Virtual Open House will be available on the project website at www.MoPacSouth.com. Virtual Open House visitors can review exhibits, watch informational videos and submit comments and questions. All of the information presented at the in-person Open House will be available online through the Virtual Open House.

GET INVOLVED IN CONTEXT SENSITIVE SOLUTIONS

The upcoming Open House is an opportunity for you to continue to weigh in on the Context Sensitive Solutions (CSS) for MoPac

A NOTE ON THE OFFICIAL COMMENT PERIOD

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South. So what's CSS?

CSS is a collaborative approach to develop transportation facilities that fit within their surroundings. The goal is to preserve and enhance scenic, aesthetic, historic, community and environmental resources while improving safety and mobility. During our February 2015 Open House and Virtual Open House, the community provided input on:

- Visual preferences for features like streetscape enhancements, public art and landscaping
- What the CSS priorities for the project should be, including water quality enhancements, pedestrian and bicycle access and environmental sustainability

As the study progresses, we'll be looking for community input on potential enhancements that could be made to Zilker Park as part of the MoPac South project. Over the last several months, the study team has identified several possible opportunities, including:

- Implementing erosion abatement and prevention, and water quality enhancements to the parking lots on the north and south sides of Lady Bird Lake.
- Incorporating a future bicycle and pedestrian trailhead on the southwest side of Lady Bird Lake. This could include widening the existing bicycle and pedestrian bridge under MoPac or building a second bridge to address the overcrowding that occurs during events and on weekends.
- Where feasible, upgrading shared use path widths and sidewalks to meet ADA standards within the project right-of way.
- Implementing rain gardens, vegetated filter strips, stormwater planters, and natural buffers in this area to improve environmental controls for water quality enhancement and stormwater runoff treatment.
- Improving and/or repairing trail connections to adjacent trails (such as Johnson Creek, WAYA fields and Austin High School); and continue wayfinding systems along these trail connections within the project right-of-way.

These are just a few ideas, but we need your thoughts about other possibilities. You can share your input about enhancements to Zilker Park and throughout the project corridor during the upcoming Open House and Virtual Open House.

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From: Central Texas Regional Mobility Authority info@mobilityauthority.com
Subject: MoPac South Environmental Study Update - September 2015
Date: September 10, 2015 at 3:16 PM
To: Crispin cr@groupsolutionsnjw.com

CT

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MoPac South
Environmental Study

MoPac South Environmental Study: What's Happening Now

In May 2015, the Central Texas Regional Mobility Authority announced the extension of the MoPac South Environmental Study process to allow for additional community input and engineering analysis on the study's Express Lanes Alternative. Since then, the project team worked to gather additional data and conduct detailed analysis on several configuration options proposed by various stakeholder groups and local governments that could be incorporated into the Express Lanes alternative. These configuration options include input from the City of Rollingwood and a proposal from the City of Austin. We will host our fourth Open House to share the results in November.

CONFIGURATION OPTIONS

Through work with transportation partners and the public, several configuration options were identified for further study and analysis. Right now, we are studying the following configuration options:

- Two Express Lanes in each direction and a direct connection to downtown
- Two Express Lanes in each direction without a direct connection to downtown
- One Express Lane in each direction with a direct connection to downtown
- One Express Lane in each direction without a direct connection to downtown
- Two Express Lanes in each direction with elevated access ramps near Barton Skyway

Ultimately, the Express Lanes Alternative could prove to be a combination of elements from several of the options under consideration. The project team is committed to identifying and moving forward with the best configuration for the Express Lanes Alternative. As required by the environmental process a No Build - or Do Nothing - Alternative is also still under consideration.

DATA AND DETAILED ANALYSIS UNDERWAY

The Mobility Authority is working with the Capital Area Metropolitan Planning Organization (CAMPO) and the Center for Transportation Research (CTR) at the University of Texas to conduct a traffic operations analysis to determine how the addition of Express Lanes might impact the downtown street network, especially Cesar Chavez Street.

In addition to traffic analysis, the Mobility Authority is working to analyze the benefits and drawbacks of each of these options from the perspective of public transit. Creating a dependable and consistent route for transit is a very important component of the project.

WEIGH IN ON OUR EFFORTS

Stay tuned for information about our next Open House in November. At the event, we will present detailed information about the project team's recent efforts and progress. The public will also have an opportunity to provide feedback as part of the official comment period for the Open House. Please note that all comments and questions submitted at any other time during the study will also be shared with and considered by the study team, and will become part of the official record for the Environmental Study.

We appreciate your patience as we evaluate these configurations, and we look forward to sharing the results and gaining your feedback.

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The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 15, 2014, and executed by FHWA and TxDOT

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3300 N. IH-35
Suite 300
Austin, TX 78705
T: (512) 996-9778

F: (512) 996-9704

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Subject: MoPac South Environmental Study Update - May 2015
Date: Tuesday, May 12, 2015 at 4:46 PM
From: MoPac South Environmental Study <info@ctrma.org>
Reply-To: MoPac South Environmental Study <info@ctrma.org>
To: Crispin Ruiz cr@groupsolutionsrjw.com
Conversation: MoPac South Environmental Study Update - May 2015

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ADDITONAL OUTREACH PLANNED FOR ENVIRONMENTAL STUDY

In response to community feedback for additional public involvement, the Central Texas Regional Mobility Authority extended the MoPac South Environmental Study process to allow for additional community input and engineering analysis on the project. The Mobility Authority will hold an additional Open House in late summer and will extend the study's time frame by up to six months.

Keep an eye on the website and your MoPac South Environmental Study emails, and we will announce Open House details as they are finalized.

You may have seen some information that Mobility Authority Executive Director Mike Heiligenstein shared about the project, including a video interview with Neal Spelce. You can view the interview and additional material on Mike's Mobility Matters blog.

NEW FREQUENTLY ASKED QUESTIONS

There is a lot of information being circulated in the community about the project and some of it is not accurate. As the Environmental Study continues and we have more information to share, a good source is the project's FAQs list, found on MoPacSouth.com. These FAQs are regularly updated to keep you informed.

CHECK OUT SOME OF OUR RECENTLY ADDED FAQS:

Why can't we build general purpose lanes instead of Express Lanes?
Even if funding were available to construct general purpose lanes, latent traffic demand, or drivers who currently use other routes to avoid MoPac South congestion, would quickly fill these lanes and they would become congested like the existing general purpose lanes on MoPac. The approach to solving congestion by simply adding multiple lanes of pavement is not sustainable and has not proven to be effective in managing traffic and promoting transit. Express Lanes are being implemented around Texas and other states to manage congestion rather than patching the problem just to face the same challenges in a few years.

What is being proposed at Lady Bird Lake (connection to downtown)?
Providing direct access from the Express Lanes to downtown is important to ensure that the project facilitates reliable emergency response and provides a dependable and consistent route for transit. Additionally, providing direct access from the Express Lanes to downtown increases safety for all drivers by eliminating the need for Express Lane traffic to merge into the general purpose lanes to access downtown. Although the preliminary concept initially proposed includes an elevated direct connection from the Express Lanes to and from downtown via Cesar Chavez Street, the Mobility Authority has heard the community's concerns about the impact of an elevated connection. The project team is evaluating alternative concepts which are expected to be made available at this summer's open house.

Why should the project have two Express Lanes in each direction, rather than one?
Many agencies avoid, if possible, providing only one lane in each direction, for several reasons.
Reliability: Constructing only one lane in each direction makes it more likely that drivers who use the project will experience disruptions in reliability. Minor incidents, even a flat tire, could easily disrupt the flow of traffic and speed in the Express Lane. Additionally, drivers who choose to travel at slow speeds in the Express Lane would impact the travel time reliability of all trailing vehicles.
Incident management: Constructing two lanes in each direction provides the additional capacity needed to enable a faster and easier response to incidents in the corridor.
Access: With two lanes in each direction, one is available to support entering and exiting traffic and one lane can support through traffic. A project with only one lane in each direction is much more likely to experience disruptions in the traffic flow.

While providing two Express Lanes each direction is optimal, the MoPac North project will only have one Express Lane in each direction due to restricted right-of-way from RM 2222 to Cesar Chavez.

What impact will the Express Lanes have on traffic on Cesar Chavez Street and Austin High School?
The Mobility Authority arranged for an independent traffic study to evaluate the impact that the Express Lanes will have not only on Cesar Chavez and the traffic near Austin High, but

the Express Lanes will have not only on Cesar Chavez and the traffic near Austin High, but on the downtown street grid. The study will provide important data and information that will help the project team understand the potential impacts on downtown traffic.

Will the Express Lanes attract truck traffic?
Large trucks and vehicles with trailers will not be allowed in the Express Lanes.

Is it too late to provide feedback?
The project team continues to take comments from the public through the project website. At the next Open House this summer, the public will be able to review the proposed mobility improvements, speak with the project team and submit another round of official comments. We would also be happy to meet with any neighborhood or community group to share information about the project and receive input. If you would like to schedule a meeting, contact us.

WHAT'S HAPPENING NOW?

The MoPac South Team received more than 330 comments and questions from interested stakeholders, both in person and online during the official comment period for the February 26 Open House. Have you ever wondered what we do with all of those comments?

First, each comment is sorted and categorized to ensure that the project team counts each perspective and vets each idea. Design ideas and suggestions are shared with the design team, who evaluates whether the suggested design changes or additions would be beneficial and feasible.

After all the comments are sorted, categorized and routed to the correct team members, responses are developed for each comment. All comments and responses will be published as part of the Open House Comment and Response Summary in the coming months. It takes time and manpower to work through all of your comments, questions and suggestions, but we greatly appreciate all of your ideas and feedback to make this project the best it can be.

WE ARE ALWAYS HAPPY TO MEET WITH COMMUNITY STAKEHOLDERS

In addition to hosting three project Open Houses, the MoPac South Environmental Study team conducted or presented at more than 40 meetings and community events since the study began in 2013. We've heard from a lot of community members, but we know we haven't reached everyone. Check out the list below. If your neighborhood or organization has an interest in MoPac South and isn't on it, contact us to schedule a meeting.

- Bike Austin
- Downtown Austin Alliance
- Hill Country Conservancy
- The Trail Foundation
- Shady Hollow Homeowners Association
- Circle C
- Intel
- Oak Hill Association of Neighborhoods
- West Austin Neighborhood Group
- Old West Austin Neighborhood Association
- Save Barton Creek Association
- Greater Austin Chamber of Commerce
- Austin Area Research Organization
- LBJ Wildflower Center
- South Central Coalition of Neighborhood Associations Barton Springs/ Edwards Aquifer Conservation District Barton Hills Neighborhood Association
- Sendera HOA
- Austin ISD
- City of Rollingwood
- Sierra Club
- Save our Springs
- The Care Community
- Bryker Woods Neighborhood Association
- Zilker Neighborhood Association
- Travis County Commissioners Court
- South Brodie Neighborhood Alliance HEB
- Austin Fire Department
- Austin/Travis County EMS
- Austin Police Department

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- Invite us to meet with your group

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

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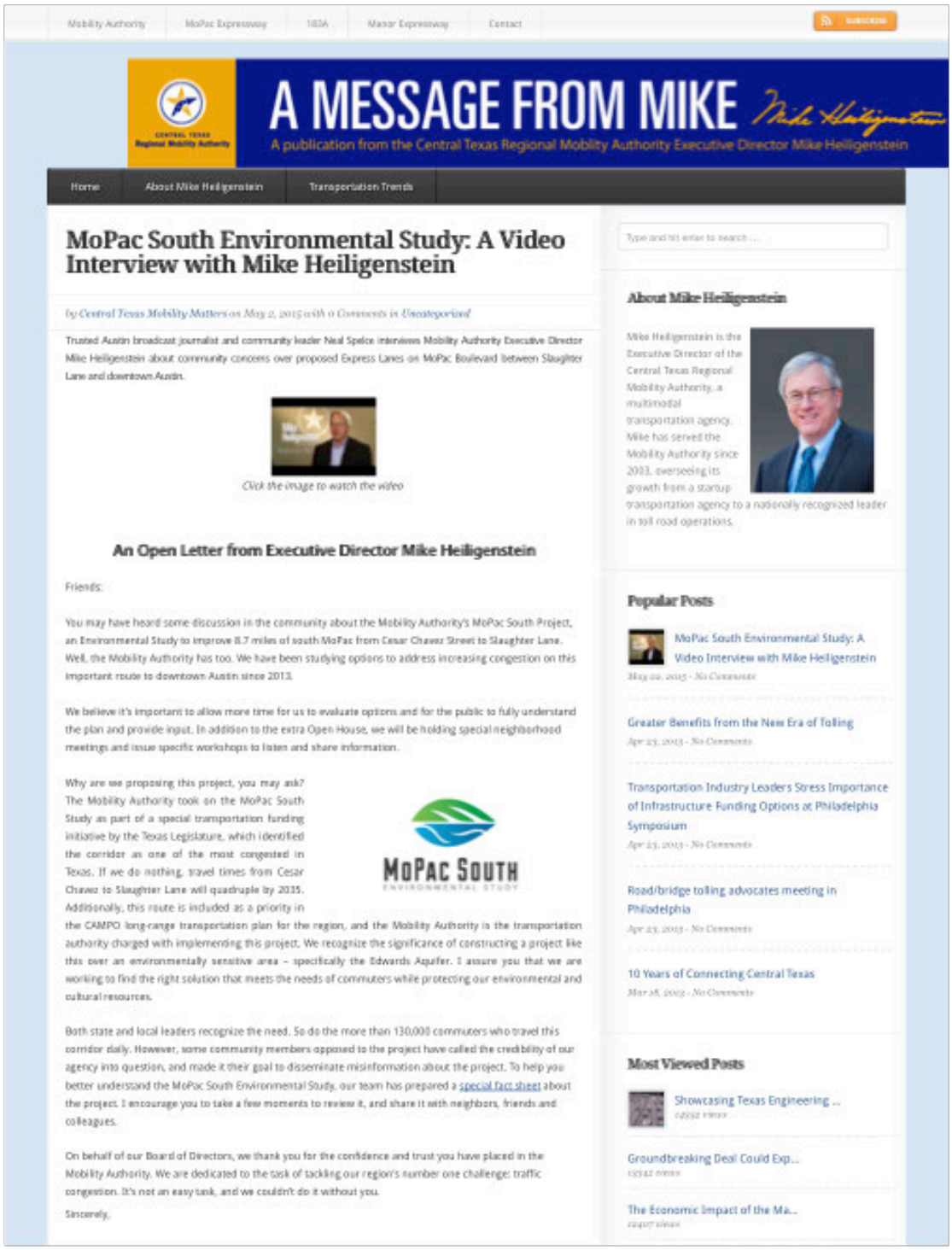

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A MESSAGE FROM MIKE

A publication from the Central Texas Regional Mobility Authority Executive Director Mike Heiligenstein

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MoPac South Environmental Study: A Video Interview with Mike Heiligenstein

by Central Texas Mobility Matters on May 2, 2015 with 0 Comments in Uncategorized

Trusted Austin broadcast journalist and community leader Neal Spelce interviews Mobility Authority Executive Director Mike Heiligenstein about community concerns over proposed Express Lanes on MoPac Boulevard between Slaughter Lane and downtown Austin.

Click the image to watch the video

An Open Letter from Executive Director Mike Heiligenstein

Friends:

You may have heard some discussion in the community about the Mobility Authority's MoPac South Project, an Environmental Study to improve 8.7 miles of south MoPac from Cesar Chavez Street to Slaughter Lane. Well, the Mobility Authority has too. We have been studying options to address increasing congestion on this important route to downtown Austin since 2013.

We believe it's important to allow more time for us to evaluate options and for the public to fully understand the plan and provide input. In addition to the extra Open House, we will be holding special neighborhood meetings and issue specific workshops to listen and share information.

Why are we proposing this project, you may ask? The Mobility Authority took on the MoPac South Study as part of a special transportation funding initiative by the Texas Legislature, which identified the corridor as one of the most congested in Texas. If we do nothing, travel times from Cesar Chavez to Slaughter Lane will quadruple by 2035. Additionally, this route is included as a priority in the CAMPO long-range transportation plan for the region, and the Mobility Authority is the transportation authority charged with implementing this project. We recognize the significance of constructing a project like this over an environmentally sensitive area – specifically the Edwards Aquifer. I assure you that we are working to find the right solution that meets the needs of commuters while protecting our environmental and cultural resources.

MoPac South Environmental Study

Both state and local leaders recognize the need. So do the more than 130,000 commuters who travel this corridor daily. However, some community members opposed to the project have called the credibility of our agency into question, and made it their goal to disseminate misinformation about the project. To help you better understand the MoPac South Environmental Study, our team has prepared a special fact sheet about the project. I encourage you to take a few moments to review it, and share it with neighbors, friends and colleagues.

On behalf of our Board of Directors, we thank you for the confidence and trust you have placed in the Mobility Authority. We are dedicated to the task of tackling our region's number one challenge: traffic congestion. It's not an easy task, and we couldn't do it without you.

Sincerely,

Type and hit enter to search ...

About Mike Heiligenstein

Mike Heiligenstein is the Executive Director of the Central Texas Regional Mobility Authority, a multimodal transportation agency. Mike has served the Mobility Authority since 2003, overseeing its growth from a startup transportation agency to a nationally recognized leader in toll road operations.

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Apr 23, 2013 - No Comments

Transportation Industry Leaders Stress Importance of Infrastructure Funding Options at Philadelphia Symposium
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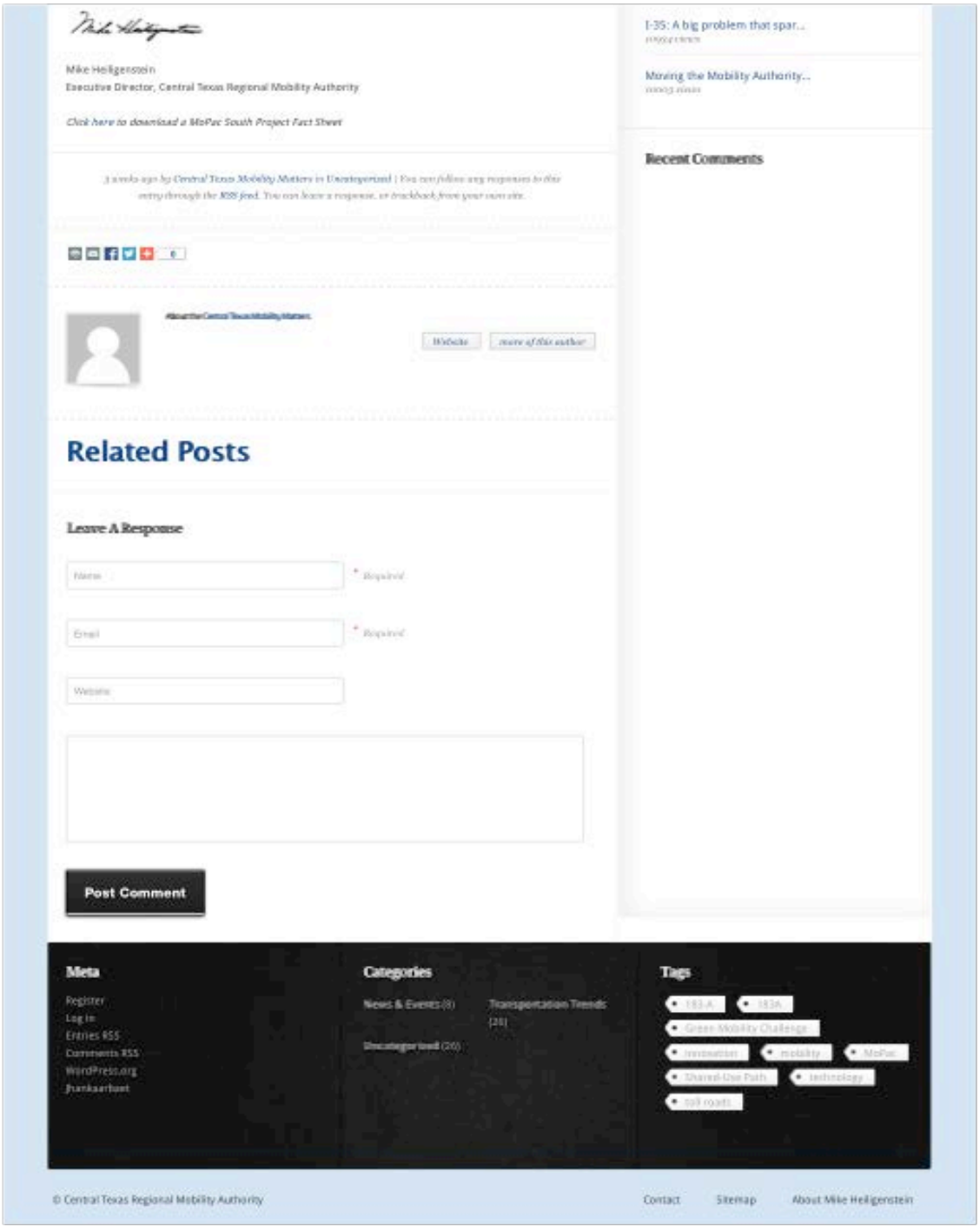
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A Message from Mike Heiligenstein at the Central Texas Regional Mobility Authority

CENTRAL TEXAS
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EXPRESSWAY NEWS

May 1, 2015

MESSAGE FROM MIKE

An open letter from Mike Heiligenstein, Executive Director of the Central Texas Regional Mobility Authority, about the MoPac South Environmental Study

MoPac South
Environmental Study

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Regional Mobility Authority has extended the MoPac South Environmental Study process to allow for additional community input and engineering analysis on the project. The Mobility Authority will hold an additional Open House in late summer and will extend the study's time frame by three to six months.

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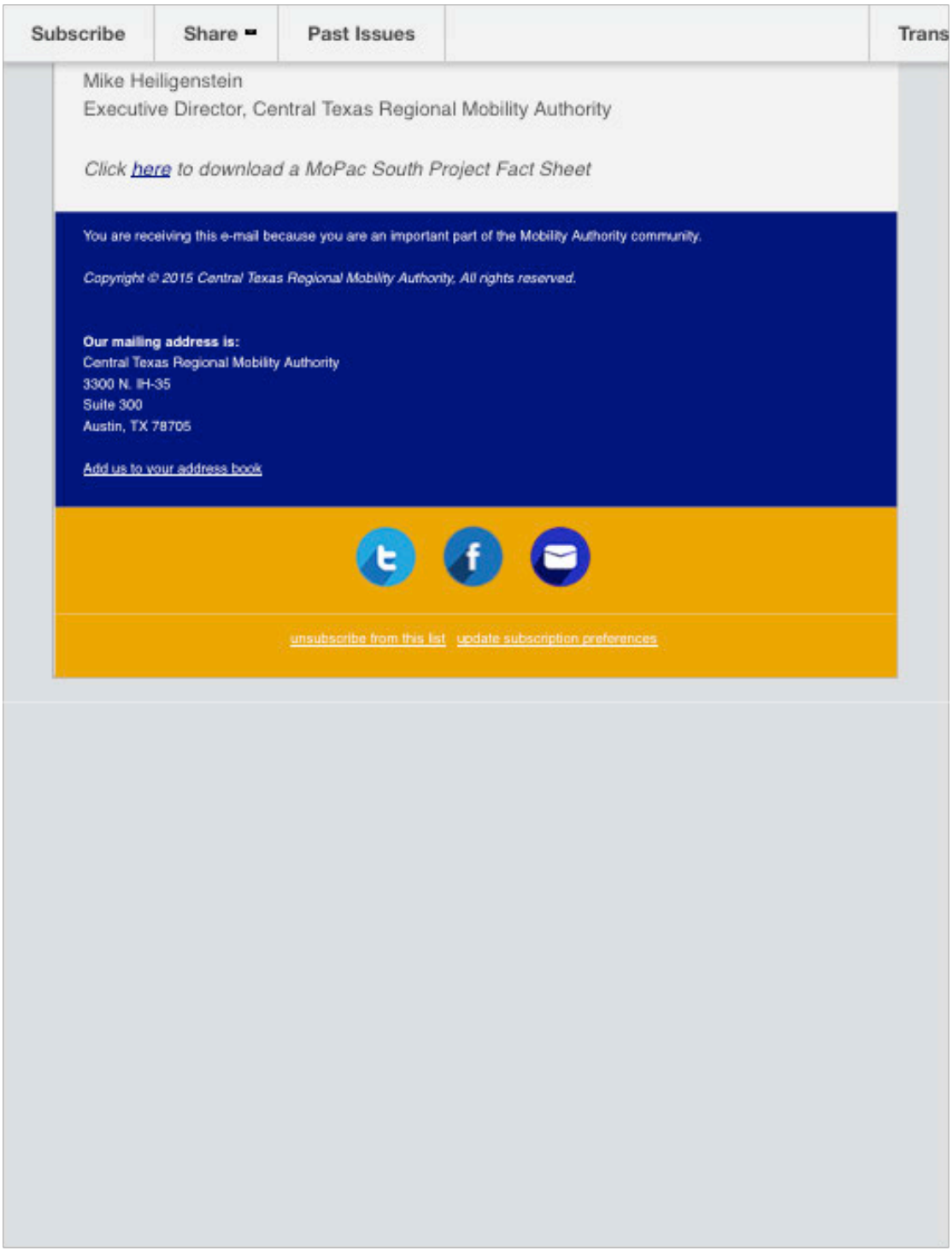
Sincerely,

Mike Heiligenstein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Executive Director, Central Texas Regional Mobility Authority
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Attachment B
Additional Notices and Outreach

MEDIA ALERT

CENTRAL TEXAS
Regional Mobility Authority

For Immediate Release:
Contact: Katie Kenneally
Central Texas Regional Mobility Authority
(860) 377-2032 (mobile)
kkenneally@crosswindpr.com

Texas Department of Transportation

Contact: Kelli Reyna
Department of Transportation
(512) 832-7060 (office)
(512) 658-1487 (mobile)

Mobility Authority to Present New Operational Configuration Options for MoPac South

Virtual Open House to be available online starting October 21, in-person Open House November 10

What: The Central Texas Regional Mobility Authority and the Texas Department of Transportation will hold an Open House and a Virtual Open House on the MoPac South Environmental Study. The study team will share information about several potential operational configuration options, as well as several enhancements that were incorporated into the proposed project as a result of community input. Members of the public can review exhibits, watch informational videos, and submit comments and questions.

All of the information presented at the Open House will be available online through the Virtual Open House. The Open House will provide citizens the opportunity to learn about the potential operational configurations and to continue to weigh in on the Context Sensitive Solutions for MoPac South. In addition, attendees will be able to review the results of a traffic operations analysis that was conducted to determine how the addition of Express Lanes might impact the downtown street network.

When: The Virtual Open House will be available from Oct. 21–Nov. 20. The Open House meeting will take place Nov. 10 from 3-7 p.m. No formal presentation will be given. The official public comment period is Oct. 21 to Nov. 20, 2015.

Where: The Virtual Open House will be available on www.mopacsouth.com. The in-person Open House will be held at the Palmer Events Center, 900 Barton Springs Road, meeting rooms 1-5, level 2. Parking is complimentary in the Palmer Parking Garage adjacent to the facility with two entrances, from Barton Springs Road or Riverside Drive.

About the Mobility Authority

The Central Texas Regional Mobility Authority is a local, independent government agency created in 2002 to improve the regional transportation system in Travis and Williamson Counties. The Mobility Authority implements innovative and sustainable transportation options to enhance quality of life and economic vitality in Central Texas. The Mobility Authority operates 183A Toll in Williamson County and 290 Toll (Manor Expressway) in east Austin and is constructing Express Lanes on MoPac Expressway. For more information about the Mobility Authority, visit www.MobilityAuthority.com.

About the Texas Department of Transportation

The Texas Department of Transportation is responsible for maintaining 80,000 miles of road and for supporting aviation, rail, and public transportation across the state. TxDOT and its 12,000 employees are committed to working with others to provide safe and reliable transportation solutions for Texas by maintaining a safe system, addressing congestion, connecting Texas communities, and being a Best in Class state agency. Find out more at TxDOT.gov.

MoPac South

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MoPAC SOUTH ENVIRONMENTAL STUDY
OPEN HOUSE

NOV. 10, 2015
3 - 7 P.M.

PALMER EVENTS CENTER
900 BARTON SPRINGS ROAD
LEVEL 2, MEETING ROOMS 1-5

Visit the Virtual Open House at www.MoPacSouth.com to view materials and provide feedback.

OCT. 21 - NOV. 28, 2015

Join the Central Texas Regional Mobility Authority and the Texas Department of Transportation for an Open House to learn how community input is helping to shape mobility improvements along MoPac from Cesar Chavez Street to Slaughter Lane. Information about several potential mobility concepts will be available for review and study team members will be on hand to answer questions and hear your feedback. No formal presentation is planned, so please stop by at your convenience.

Parking is complimentary at the Palmer parking garage adjacent to the facility. If you plan to attend and have special communication or accommodation needs, please call (512) 996-9778.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

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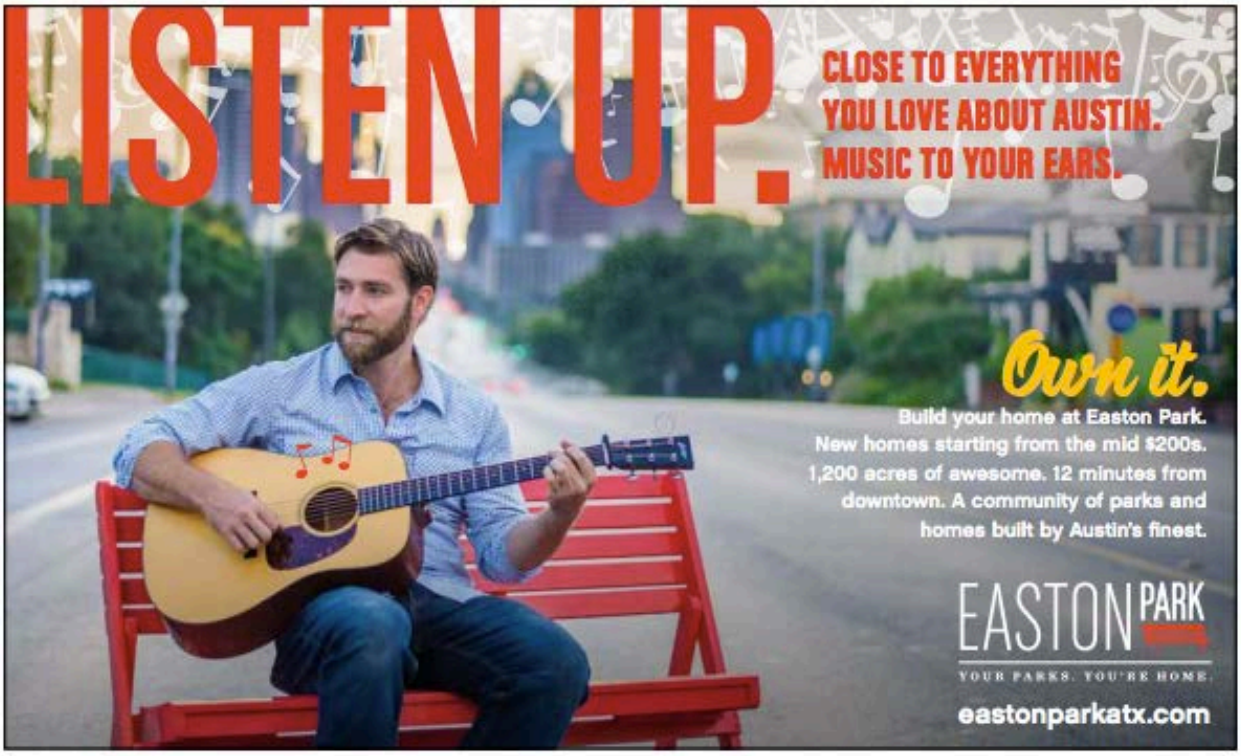

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State of Texas County of Travis

BEFORE ME, the undersigned authority, on this day personally appeared Lacy Llana, who being duly sworn on her oath stated as follows:

My name is Lacy Llana. I certify that I am an employee of the publishers of Community Impact Newspaper. I certify that the attached ad was published in the Community Impact Newspaper Central Austin edition on October 22, 2015 at the cost of $1100.00.
I certify that the attached tear sheet is a true and accurate copy of the publications as they appeared in the Community Impact Newspaper on the above-specified date.

SUBSCRIBED AND SWORN TO BEFORE ME on this 17 date of November, 2015, to certify which witness my hand and official seal.

Employee, Community Impact Newspaper

Notary, State of Texas
(seal)

CHRISTIAN CADE KURTZ
Notary Public, State of Texas
My Commission Expires
September 04, 2016

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MoPAC SOUTH ENVIRONMENTAL STUDY OPEN HOUSE

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MoPac South

PUBLISHER'S AFFIDAVIT

I solemnly swear that the attached ad was published on the following date(s):

November 6, 2015

In ***The Austin Chronicle***, a newspaper published in Austin, Travis County, Texas, and of general circulation in Travis County, Texas, and Williamson County, Texas, for service of citation or notice publication, and the date(s) of said newspaper bore in which the notice was published correspond to the following issue numbers:

Volume 35, Issue 10 Page 13

Chelsea Taylor
The Austin Chronicle

STATE OF TEXAS
COUNTY OF TRAVIS

Sworn to and subscribed before me this 6th day of November, 2015.

Notary Public (signature)
State of Texas

CYNTHIA SAU FONG SOO
NOTARY PUBLIC
State of Texas
Comm. Exp. 11-12-2016

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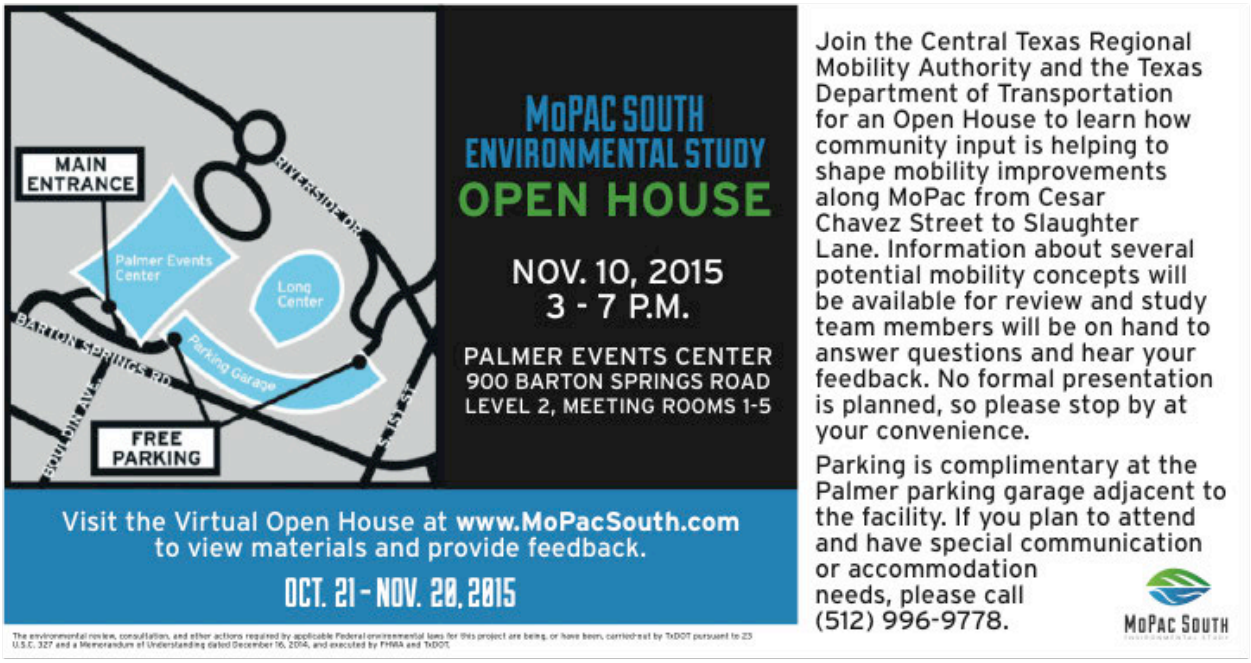
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Publisher's Affidavit

State of Texas,
County of Travis

BEFORE ME, the undersigned authority, personally appeared this day, Bart Stephens known to me to be the Publisher of the West Austin News who, upon oath, deposes and says that the Mopac South Ad was published in the West Austin News as requested. Said publication appeared on:

The 22nd day of October, 2015

Signed _____
Bart Stephens, Publisher, West Austin News

Subscribed and sworn to me this 22 day of October, 2015.

[AFFIX NOTARY SEAL]

KRISTAL CLEMENT
Notary Public, State of Texas
My Commission Expires
April 08, 2019

_____
Notary Public, State of Texas
Notary's Name (printed) Kristal Clement
Notary's Commission Expires: 04-08-2019

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BREAKING NEWS

Northbound I-35 closed near Texas 80 in San Marcos

Austin officials look to Atlanta for South MoPac toll lane support

Resize text A A A

Posted: 3:32 p.m. Tuesday, Nov. 3, 2015

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By Ben Wear - American-Statesman Staff

Chris Tomlinson has had four years to see how express toll lanes work in the real world. Or, at least, in Atlanta.

With Austin moving toward having its first such lanes on North MoPac Boulevard, and two years into a study of doing the same on South MoPac, supporters of those projects brought in Tomlinson, head of Georgia's Road and Tollway Authority, to share how Atlanta's first such project is doing.

In this file photo, traffic crawls along Interstate 85 south from Indian Trail Lilburn Road towards downtown Atlanta. Some Atlanta commuters ... Read More

Tomlinson was part of a South MoPac panel discussion Tuesday at a downtown hotel, hosted by the Greater Austin Chamber of Commerce and moderated by Austin state Sen. Kirk Watson.

The pair of lanes on Interstate 85 in Georgia, one on each side, is doing just fine, Tomlinson said, drawing 26,000 vehicles a day to the road in Atlanta's northeastern suburbs, despite variable tolls that average

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more than $4 during rush hour. The toll rate, he said, sometimes spikes as high as $11 for the entire 16 miles. The lanes are so popular, he said, that even the highest tolls, designed to discourage enough traffic to keep the lane flowing at 45 mph or more, sometimes fail to do that job.

Tomlinson said that the lanes on I-85 meet or exceed that 45 mph target 87 percent of the time.

- Official: MoPac, 45 tollway noise threatens wildflower center's future
- Slow road to MoPac tolls: A look at what went wrong on delayed project
- With MoPac delays piling up, contractor, agency debate who's to blame
- TxDOT planning for MoPac underpasses at Slaughter, La Crosse

"The lanes are more popular than ever," Tomlinson said. "But if I could go back and change anything, I wish we had built two lanes a side."

That testimony plays into the hopes of the Central Texas Regional Mobility Authority, which is about halfway through a $200 million, 11-mile-long project to build one express toll lane on each side of North MoPac, between Lady Bird Lake and Parmer Lane.

The toll agency is in the midst of an environmental study of express lanes on South MoPac between the lake and Slaughter Lane, a distance of about 8 miles, and the six scenarios still on the table include versions that have one lane on each side and others with two lanes on each side.

Mobility authority officials contend that building two lanes on each side is the wisest choice, both to add capacity to a highway that already has significant rush hour congestion and as a way to keep tolls lower. In express lanes, tolls vary moment to moment in response to traffic speeds up ahead, and doubling the capacity of the toll lanes would tend to keep speeds higher.

Bill Bunch, executive director of the Save Our Springs Alliance, told about the chamber event later, wasn't impressed by the arguments.

Bunch likes none of the six scenarios for express lanes, suggesting instead that free-to-drive, high-occupancy vehicle lanes could be created instead "at a fraction of the cost." Bunch also argues that South MoPac's environmental impact shouldn't be studied in isolation.

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Trump says he has an instinct for sensing threats

Highway officials, Bunch said, have made it clear in public documents that their ultimate intention is to connect the southern end of South MoPac directly to Interstate 35 by extending Texas 45 Southwest to the east. Thus, Bunch said, the entire southwest loop should be evaluated as a unit.

Tomlinson also buttressed another mobility authority talking point: Adding express lanes that maintain good speeds through variable tolling will encourage people to trade car commuting for Capital Metro bus commuting. The mobility authority, which has two toll roads operating in Central Texas, allows transit buses and registered van pools to use its toll roads for free.

The I-85 toll lanes now have eight express bus routes, said Tomlinson, who is also executive director of the Georgia Regional Transportation Authority. About 2 percent of the vehicles that use the lanes are buses, he said, but those buses carry an estimated 26 percent of people traveling in the lanes.

Todd Hemingson, Capital Metro's vice president of strategic planning and development, said at the chamber lunch that transit agency officials here have been talking to the mobility authority about building park-and-ride lots near Slaughter Lane and even farther south where South MoPac meets Texas 45 Southwest.

"We're very excited about the express lanes coming because it will allow us to expand service," Hemingson said.

Four years in, the I-85 toll lanes have been so successful, Tomlinson said, that the Atlanta area now has another 52 miles under construction.

"This is a transportation strategy," he said, "that we believe works."

Coming Sunday

The American-Statesman will provide an in-depth look at the proposal to add toll lanes to South MoPac Boulevard, including the different options on the table for providing access to downtown.

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By Nicole Chavez - American-Statesman Staff

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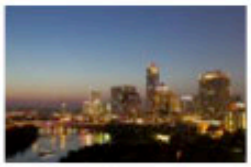

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HOME / NEWS / LOCAL

Six options for South MoPac toll project now on the table

Posted: 2:49 p.m. Saturday, Nov. 7, 2015

By Ben Wear - American-Statesman Staff

Get ready for the Battle of South MoPac, Part II.

After a first-try design to add toll lanes to South MoPac Boulevard met stiff public head winds early this year, highway designers went back to their drawing boards and came up with four more options. None of these new alternatives have the flyover bridges over Lake Bird Lake that caused so much angst with environmentalists, Rollingwood residents and the Austin High School community.

Rush hour traffic along MoPac Boulevard. The Central Texas Regional Mobility Authority proposes adding toll lanes and has several design options ... Read More

Even so, as the Central Texas Regional Mobility Authority prepares for an open house Tuesday night on the four new proposals, along with two versions of the original flyover approach, all of those groups remain unsatisfied to varying degrees.

"They all impact Austin High, so we're trying to figure out the one that least affects us," said Sara Marler, who works in environmental education and serves on the board of the school's parent-teacher association. "We are completely focused on the safety of our students. Getting into and out of Austin High, with all the ramps, is dangerous."

Travis County Commissioner Brigid Shea, a long-time environmental activist who helped form Keep MoPac Local, has called for scrapping the ongoing environmental analysis of the 8-mile project to add toll lanes from the lake to near Slaughter Lane.

Rollingwood Mayor Thara Farrell, from left, with his wife, Sandra, Treasurer resident Courtney Moss ... and lead engineer Stephanie Massaro review South ... Read More

She and Save Our Springs Alliance executive director Bill Bunch have argued the traffic and environmental effects of expanding South MoPac should be considered in conjunction with the planned construction of Texas 45 Southwest, and a potential future extension connecting that road to Interstate 35.

"They're not telling people it's just one piece of a massive highway toll road project that would divert interstate trucks and cars from I-35 over to MoPac, adding tens of thousands of extra vehicles a day onto our local roads," Shea said, pointing to a pair of studies projecting 30,000 to 44,000 trips a day on Texas 45 Southwest, which will connect to South MoPac.

Mobility authority officials say that their consultants have forecast that

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an ultimate connection of Texas 45 Southwest to I-35, if it happens, would not produce that massive influx of cars that Shea predicts. Those studies have not been made public.

- Six options for expanding South MoPac
- Poll: What should be done about South MoPac?

Shea also said the mobility authority "did not seriously consider the cheapest alternative that's available almost immediately with a bucket of paint: restriping South MoPac and the (river) bridge to create bus and (high-occupancy-vehicle) lanes." She said that based on a University of Texas study her staff saw, South MoPac (including the shoulders) is wide enough to add a transit and high-occupancy-vehicle lane while keeping the three existing general purpose lanes on each side.

The middle option: Merge

Rollingwood Mayor Thom Farrell, meanwhile, has occupied the middle ground.

Farrell said he and his council are not against adding toll lanes to South MoPac, even the two on each side that mobility authority officials prefer. But he said his city will endorse one particular option that would not directly connect drivers in the toll lanes to West Cesar Chavez Street and thus to downtown. Instead, drivers in those toll lanes, set closest to the median, would have to merge across three free lanes to exit on West Cesar Chavez.

Farrell opposes an alternative to those flyovers over the lake, the so-called "wishbone" proposal that includes 25-foot-high bridges between Bee Cave Road and Barton Skyway that would allow drivers to quickly access the toll lanes southbound and, on the northbound side, get to the West Cesar Chavez exit without weaving across the free traffic lanes. That proposal, similar to bridges included in a design offered by the city of Austin, moves the potentially unsightly bridge structure more than a half mile south of the riverfront.

Farrell notes that in 2035, that weaving adds only three to five minutes to the travel time in those free lanes from Slaughter Lane to the lake, according to mobility authority calculations. And adding the bridges would create aesthetic and noise problems for his small city west of South MoPac.

"When we get down to a couple of minutes on this, let's be realistic: that doesn't mean anything," Farrell said. "And when you get onto Cesar Chavez, you're going to stop either way."

Mobility authority officials, responding to concerns about what the project might mean to West Chavez Chavez and downtown traffic in general, this spring commissioned a study by the University of Texas' Center for Transportation Research. That study, according to an executive summary on the project website, says that adding toll lanes to South MoPac would have little impact on downtown travel times in 2020.

The full study has not been posted on the website.

Next steps

Mike Heiligenstein, the mobility authority executive director, stopped short of endorsing any particular option. But he said agency officials do not like the versions that would require toll lane drivers to merge across three lanes to reach downtown.

"Everybody in the industry would tell you that when you don't have a direct connection, it is just horrendous," Heiligenstein said. "It's a safety issue. It's a congestion issue. It's a capacity issue."

The mobility authority and its consultants have been working on the environmental study of South MoPac since 2013 and, early this year, thought they might be nearing its completion. But after the adverse reaction to the flyover proposal over the lake, the environmental analysis has slowed by six to nine months.

The city of Austin this summer submitted one of the designs on the

table. The mobility authority has since incorporated some of those features into its other designs: tolled flyover connections from U.S. 290 to South MoPac, revamped exit and entrance ramps at Bee Cave Road and Loop 360, and an added free lane on southbound MoPac south of Bee Cave Road that should ease congestion caused by heavily used entrance ramps south of Bee Cave and Barton Skyway.

But the authority has concerns about another aspect of the city proposal. Because it adds new bridges over the lake, it would require taking almost 4 acres of Zilker Park. That would trigger a number of reviews under state and federal law, officials say, and likely would be rejected because other alternatives would not require taking Zilker acreage.

After Tuesday's open house and the online comment period running through Nov. 20, the mobility authority likely won't come forward with another recommended design until the spring, officials said. Then there would be a public hearing and a final version of the environmental analysis.

Officials say construction on the $300 million to $350 million project is unlikely to begin until well into 2017.

Expert reporting

Ben Wear has covered transportation since 2003 as Austin's explosive growth has put more strain on area roads. He has scrutinized the spending at Capital Metro, tracked the tug-of-war over plans to build Texas 45 Southwest and most recently explained why the construction project on North MoPac fell so far behind schedule.

What's your pick?

To examine the different South MoPac options and weigh in on your favorite, visit our poll at statesman.com/mopac-poll.

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Comment(s) 1-13 of 13

JSD82 Report
Brigid Shea is such a fear-mongering liar! Tractor trailers are not going to use MoPac over I-35 or 130. Bunch is no better, as he's been making the same argument that he, too, knows is a complete fabrication.
6:55 p.m. Nov. 7, 2015

Agora Report
The only viable option is the original proposal. Dress-up the bridge and it'll be fine. Noise from the flyover is unlikely to be significant at the slower speeds of an interchange.
6:28 p.m. Nov. 7, 2015

YouKnowThatGuy Report

Those bridges are the best way. Sorry if a small number of Rollingwood mansions are affected. Welcome to the real world.

10:09 p.m. Nov. 7, 2015

ur12 Report

JSC82 - Shea and Bunch are very knowledgeable people and know a hell of a lot more what they are talking about than you do.

3:54 a.m. Nov. 8, 2015

austinwengirl Report

Everyone can probably agree traffic is bad and we need to do something! The best case scenario is that we can find a solution that addresses our serious traffic problems and has the least impact on the natural spaces that we all know and love -- Zilker Park, Nature & Science Center, Lady Bird Lake, Botanical gardens.

CTRMA has provided an option with no elevated lanes than provides travel times in 2035 that are within 3-5 minutes of the double decker options. Why build a double decker over Lady Bird Lake which will cost and additional 40 Million dollars, or 2 double deckers over MoPac which will cost and additional 30 million when we can get the same results (within 3-5 minutes) without going UP?!

7:15 a.m. Nov. 8, 2015

EverybodyJustShutUp Report

@UR12 No. They are not knowledgeable about traffic solutions. They only want to stop the needed improvements. Morons like those two are why we are in this mess. Don't build it and they won't come. Unless we turn Austin into a horrible place like Detroit they will come.

8:27 a.m. Nov. 8, 2015

JohnAlden Report

Yes, "they" will still come. But don't build "it," it costs a ton and doesn't do enough. Build some other forms of transit that will take the load off the "one person-one car into downtown at 60 mph", model. That may inconvenience some current motorists, but it will help a many other and varied types of people (such as those that can't drive) if we build alternate transit systems into Austin's future. As the beneficiaries of ANY new transit improvements are primarily future residents and those not yet driving this route, we owe it to them to take innovative actions now that will work even after the car becomes untenable for many intra-city moves. Otherwise, we condemn Austin to be being one more city that missed its chance.

10:52 a.m. Nov. 8, 2015

Statesmansub Report

Double decker is the way to go. 3 minutes can save a life. It can also save a job, make you not late to school and give you more quality time with whomever you like to spend it with.

10:54 a.m. Nov. 8, 2015

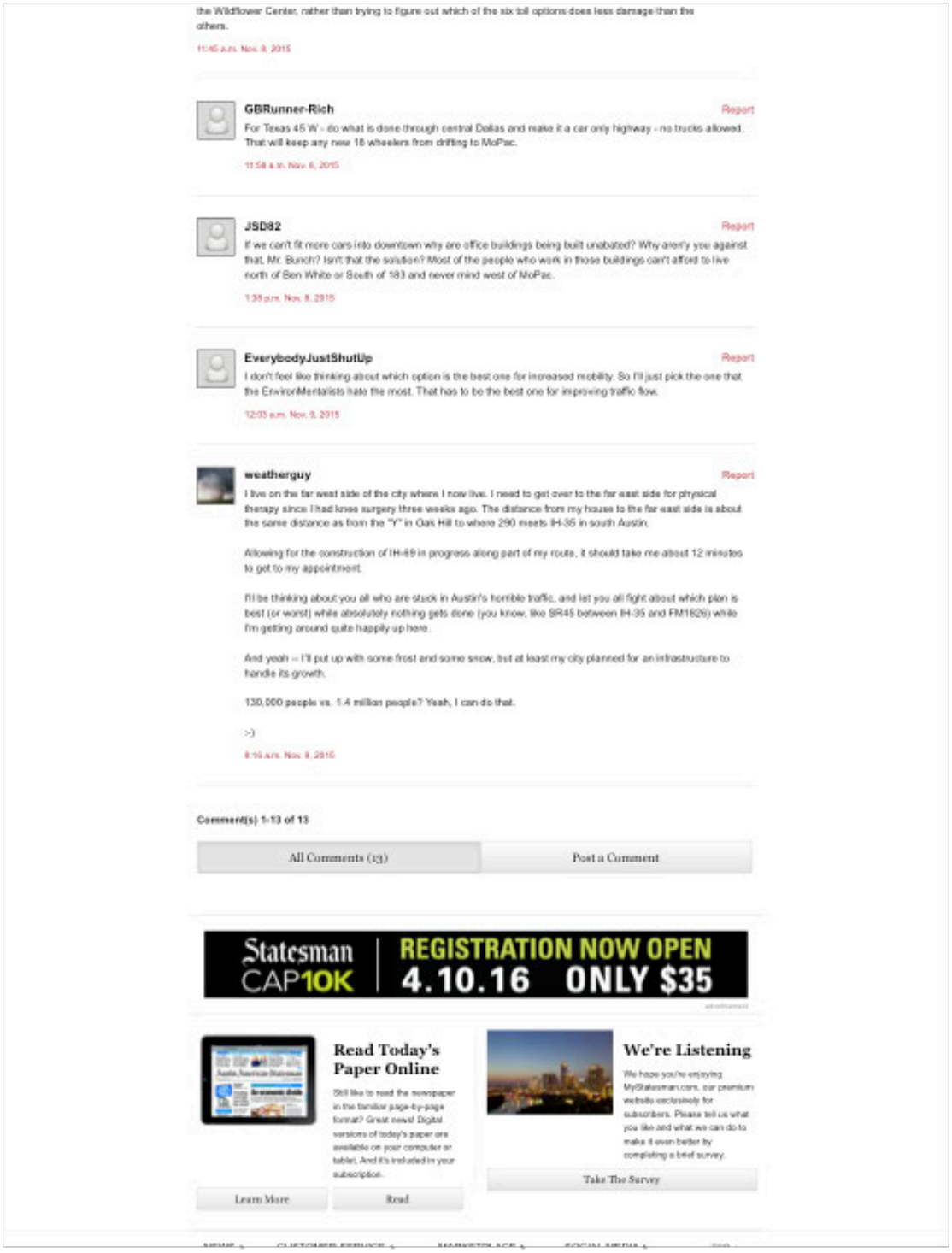
BillBunch Report

The toll road builders measure of success is "it won't hurt us more than doing nothing." That's very low threshold for success -- and one that wastes many hundreds of millions of tax dollars.

What they aren't telling us: under all scenarios, traffic gets much worse, not better. The toll agency makes more money the worse traffic gets on the free lanes. Tolls only cover a fraction of the costs -- our limited tax dollars pay the rest, subsidizing the few that can afford to pay $10 to $13 one way during rush hours. And none of their analyses look at what happens when you connect south Mopac to I-35, even though they are planning to finish that loop by 2025.

Finally, the "if you don't build it" mantra is false (either myth or fabrication, depending on whether the speaker knows better or not). It is a fact that we have expanded our roadway network slightly faster than population growth -- breakneck pace. Traffic is worse because the roads we build encourage people to live farther away from their work. We can't stuff more cars into downtown -- and like every other big city, it is impossible to pave enough land for people to drive around, one-person, one car, wherever they want.

Like the hammer, where everything looks like a nail, for the toll road agency, everything looks like a tolling opportunity. That's why all six options they want us to choose from are tolled. The best option is a combination of much more affordable, less damaging options that benefit everyone and use the existing pavement more efficiently. We should be protecting Austin High, Lady Bird Lake, Zilker Park, Barton Springs, downtown, and



the Wildflower Center, rather than trying to figure out which of the six toll options does less damage than the others.

11:45 a.m. Nov. 8, 2015

GBRunner-Rich Report

For Texas 45 W - do what is done through central Dallas and make it a car only highway - no trucks allowed. That will keep any new 18 wheelers from drifting to MoPac.

11:58 a.m. Nov. 8, 2015

JSD82 Report

If we can't fit more cars into downtown why are office buildings being built unabated? Why aren't you against that, Mr. Bunch? Isn't that the solution? Most of the people who work in those buildings can't afford to live north of Ben White or South of 183 and never mind west of MoPac.

1:38 p.m. Nov. 8, 2015

EverybodyJustShutUp Report

I don't feel like thinking about which option is the best one for increased mobility. So I'll just pick the one that the EnvironMentalists hate the most. That has to be the best one for improving traffic flow.

12:03 a.m. Nov. 9, 2015

weatherguy Report

I live on the far west side of the city where I now live. I need to get over to the far east side for physical therapy since I had knee surgery three weeks ago. The distance from my house to the far east side is about the same distance as from the "Y" in Oak Hill to where 290 meets IH-35 in south Austin.

Allowing for the construction of IH-69 in progress along part of my route, it should take me about 12 minutes to get to my appointment.

I'll be thinking about you all who are stuck in Austin's horrible traffic, and let you all fight about which plan is best (or worst) while absolutely nothing gets done (you know, like SR45 between IH-35 and FM1626) while I'm getting around quite happily up here.

And yeah -- I'll put up with some frost and some snow, but at least my city planned for an infrastructure to handle its growth.

130,000 people vs. 1.4 million people? Yeah, I can do that.

:-)

8:16 a.m. Nov. 9, 2015

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Commuters, critics give their two cents on South MoPac toll lane plans

Resize text A A A

Posted: 5:58 p.m. Tuesday, Nov. 10, 2015

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By Ben Wear - American-Statesman Staff

The thought of adding up to four lanes to South MoPac Boulevard — four toll lanes — isn't easy for Peter Geranios to accept. And the array of options for how to do that, laid out on giant maps at the Palmer Events Center, was a lot to digest Tuesday afternoon.

But with the growth that has happened, and will happen, the Whole Foods worker and South MoPac commuter said he'll just have to adjust.

Gordon Miller, left, speaks with Art Bedrosian about various design options for adding toll lanes to South MoPac. The Central Texas ... Read More

"It's tough to consider the change this represents to the city," Geranios said as he left an open house where the Central Texas Regional Mobility Authority presented six options for adding tolled express lanes to the highway south of the river. "But with the growth, there's no way around it. I'm not a huge fan of tolling. But if it gets the job done, it gets the job done."

Tuesday's open house was part of a month-long process to get public reaction to the design options. The authority on Oct. 21 began a virtual open house on www.mopacsouth.com, and the public can comment online through Nov. 20.

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Some of the options would add two toll lanes to each side of South MoPac from Lady Bird Lake to north of Slaughter Lane, others one lane. And the differ in how they connect to West Cesar Chavez Street for downtown commuter, as well as cost: $275 million to $350 million for construction alone.

- Six options for South MoPac toll project now on the table
- Six options for expanding South MoPac
- Poll: What should be done about South MoPac?
- Austin officials look to Atlanta for South MoPac toll lane support

As of Tuesday morning, 215 people had commented online. About three hours into the open house at Palmer Events Center, about 155 had shown up to peruse the maps, renderings and lists, and to offer their comments as well.

The month of public input will lead to the mobility authority devising a recommended option. Then the authority will aim to issue a draft environmental report in the spring, hold a final public hearing next summer, and then issue a final version for approval by the Texas Department of Transportation.

Agency officials don't foresee construction until well into 2017, at the earliest. Construction would take three to four years, they said.

- Official: MoPac, 45 tollway noise threatens wildflower center's future
- Slow road to MoPac tolls: A look at what went wrong on delayed project

On Monday evening, in anticipation of Tuesday's open house, about 150 people showed up at Austin High School, at the instigation of Travis County Commissioner Brigid Shea and a group called Keep MoPac Local, run by SOS Alliance executive director Bill Bunch, to hear and applaud arguments against building any of the mobility authority's six scenarios.

The toll lane options on the table, Shea said, "lock us into a last-century model." She has suggested South MoPac is wide enough that a high-occupancy vehicle lane could be added simply by restriping the road.

But thinning the lanes through restriping "would not provide a safe alternative for drivers," mobility authority spokeswoman Dee Anne Heath said Tuesday. As for high-occupancy-vehicle lanes, particularly just one on a side, they tend to be underused initially and then

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ultimately over-used, Heath said, leading to the same sort of congestion now found in South MoPac's free lanes during peak periods and undercutting the lanes' utility for transit bus routes.

The variable toll rates that the mobility authority has in mind, on the other hand, would be designed to keep traffic — and buses — moving at 45 mph or more.

Shea said that the mobility authority is proposing toll lanes on South MoPac not because that approach is necessarily the best solution, but because what the agency does is build toll roads.

"If you're a hammer, everything's a nail," Shea said.

Austin City Council Member Leslie Pool, who also attended the Keep MoPac Local meeting on Monday, called the South MoPac options "troubling" and said that the project, along with the construction of Texas 45 Southwest from South MoPac to Interstate 35 sometime in the future, would put 35,000 more vehicles a day onto the westside highway. Shea had earlier put that figure at 30,000 to 44,000, and a flier passed out by Keep MoPac Local prophesied 60,000 a day. Bunch said traffic would "literally explode" on South MoPac.

Mobility authority officials, based on a traffic analysis done earlier this year, say the effect of extending Texas 45 Southwest to I-35 would be "minimal," only a few thousand vehicles a day.

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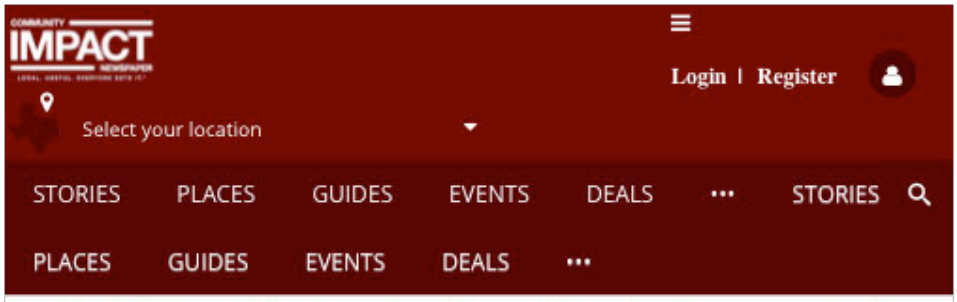
NEWS | TRANSPORTATION

State Sen. Kirk Watson, panelists discuss MoPac South express lanes

One or two toll lanes under consideration for transportation project

By Joseph Basco November 3, 2015

The Greater Austin Chamber of Commerce hosted a transportation panel Nov. 3 to discuss six



State Sen. Kirk Watson, D-Austin, moderated the panel discussion with representatives from the Mobility Authority, Texas A&M Transportation Institute and Georgia Regional Transportation Authority, all of whom explained the benefits of express lanes, such as the ones proposed for the MoPac South project and currently under construction on MoPac between Parmer Lane and Cesar Chavez.

Mobility Authority Executive Director Mike Heiligenstein explained existing traffic congestion issues and challenges on MoPac South.

"We know from our modeling that a South MoPac trip from La Crosse Avenue or Slaughter Lane to [Lady Bird Lake] is going to take an additional 30-40 minutes in the next 10-15 years," Heiligenstein said. "If we don't do something, we're going to see very unreliable travel times"

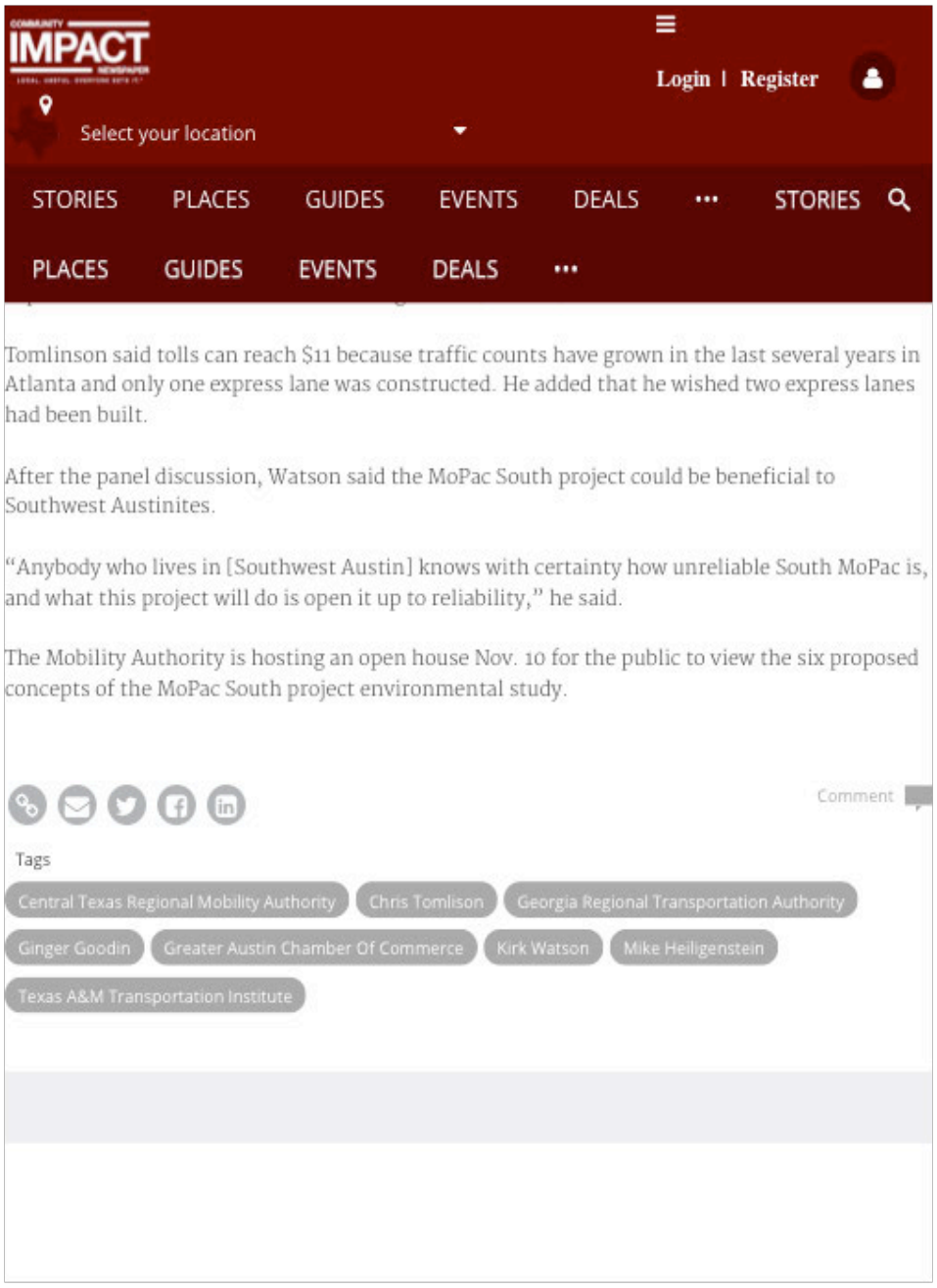
MOPAC SOUTH ENVIRONMENTAL STUDY OPEN HOUSE
Nov. 10
3-7 p.m.
Palmer Events Center,
900 Barton Springs Road
Level 2, meeting rooms 1-5
512-996-9778
www.mopacsouth.com

Heiligenstein said express lanes lanes could alleviate traffic on the nontolled lanes because two express lanes in each direction can carry between 25,000 and 30,000 vehicles per day. Heiligenstein also differentiated between building one or two express lanes.

"If we only build one express lane, the cost and pricing of that express lane will be much, much greater than if we build two," Heiligenstein said. "While I believe we're building Chevrolet or Ford lanes, if we only go with one lane, we're building a Cadillac lane, and I don't think that's right. I think we're doing a disservice to the citizens of Austin to do just one lane."

Ginger Goodin, director of the Transportation Policy Research Center at Texas A&M Transportation Institute, said there are 29 express lane projects nationwide, 10 of which are in Texas cities.

"Variable tolling is a very powerful tool, the most powerful tool I think in managing congestion to ensure that you have that level of performance, whether it's achieving 45 mph [traffic flow]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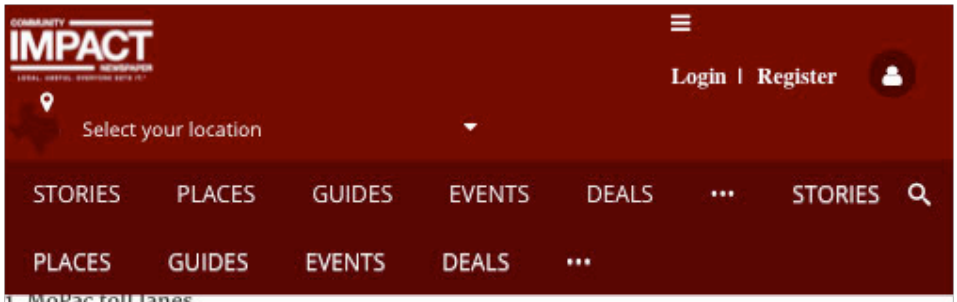
Tomlinson said tolls can reach $11 because traffic counts have grown in the last several years in Atlanta and only one express lane was constructed. He added that he wished two express lanes had been built.
After the panel discussion, Watson said the MoPac South project could be beneficial to Southwest Austinites.
"Anybody who lives in [Southwest Austin] knows with certainty how unreliable South MoPac is, and what this project will do is open it up to reliability," he said.
The Mobility Authority is hosting an open house Nov. 10 for the public to view the six proposed concepts of the MoPac South project environmental study.
Comment
Tags
Central Texas Regional Mobility Authority
Chris Tomlison
Georgia Regional Transportation Authority
Ginger Goodin
Greater Austin Chamber Of Commerce
Kirk Watson
Mike Heiligenstein
Texas A&M Transportation Institute



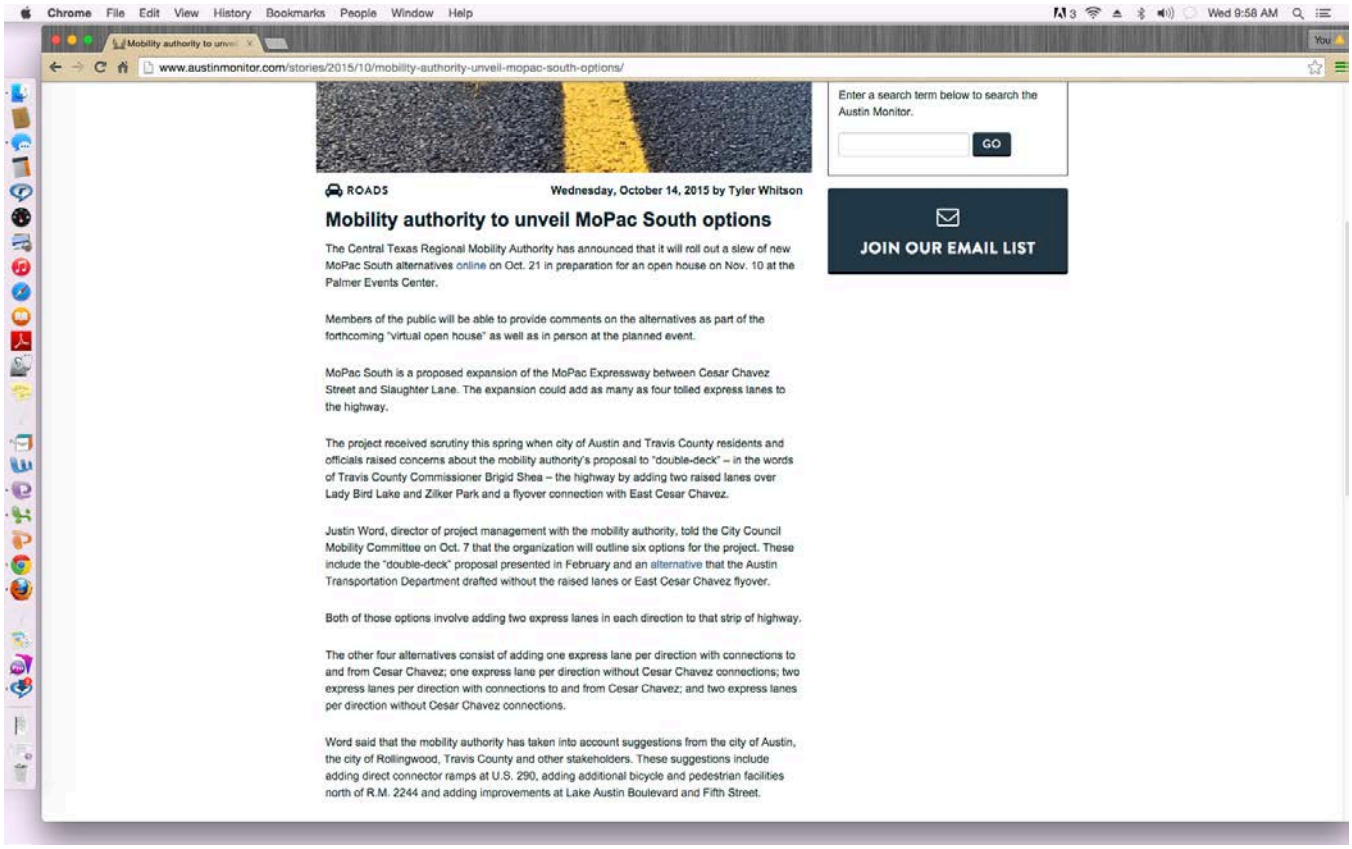
1. MoPac toll lanes
Upon completion the highway will have one new lane in each direction from Parmer Lane to Cesar Chavez Street that will be tolled. The federal- and state-funded project includes bridge widening, building sound walls, installing conduit and cables to support the toll-collection and intelligent transportation systems, and completing the relocation of temporary ramps. The $204 million project began in October 2013 but was delayed from a projected fall 2015 completion to late 2016.

2. Flint Rock Road
Improvements to the two-lane road between RR 620 at Lakeway Regional Medical Center and Serene Hills Drive include widening the roadway, adding an asphalt shoulder and enhancing its turn and grade. The city of Lakeway partnered with Travis County for the $9 million project that began construction in October 2015 and is slated for a late 2016 completion.

3. Loop 360 auxiliary lanes
The $6.44 million project will add auxiliary lanes, or extended turn lanes, along Loop 360 to improve roadway intersections with Walsh Tarlton Lane, the Barton Creek Square Mall entrance, MoPac and the intersection just south of MoPac. A left-turn lane on the northbound frontage road of MoPac at Loop 360 will also be added. The project, slated to be complete in spring 2017, is funded jointly by the Texas Department of Transportation and the city of Austin.

4. RR 620 improvements
The $1.4 million TxDOT-funded project was announced Oct. 2 and will improve traffic flow between Ladera Boulevard in Bee Cave and Lohmans Crossing Road in Lakeway. An extended entrance/exit lane southbound will be added from Lohmans Crossing Road to Spillman Loop. The project, expected to be complete by early 2016, will also add dual left-turn lanes onto RR 620 from the intersections of Falconhead Boulevard and Ladera Boulevard.

5. Partial completion of Hwy. 71 lanes
TxDOT opened new lanes of Hwy. 71 on Sept. 2 as part of an overall $15.9 million project. Once complete, the construction will result in a four-lane roadway with two lanes in each direction from Thomas Springs Road to Southwest Parkway, expansion of a center turn lane, widening of



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Wed 9:58 AM

Mobility authority to unveil MoPac South options

www.austinmonitor.com/stories/2015/10/mobility-authority-unveil-mopac-south-options/

Enter a search term below to search the Austin Monitor.

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ROADS

Wednesday, October 14, 2015 by Tyler Whitson

Mobility authority to unveil MoPac South options

The Central Texas Regional Mobility Authority has announced that it will roll out a slew of new MoPac South alternatives online on Oct. 21 in preparation for an open house on Nov. 10 at the Palmer Events Center.

Members of the public will be able to provide comments on the alternatives as part of the forthcoming "virtual open house" as well as in person at the planned event.

MoPac South is a proposed expansion of the MoPac Expressway between Cesar Chavez Street and Slaughter Lane. The expansion could add as many as four tolled express lanes to the highway.

The project received scrutiny this spring when city of Austin and Travis County residents and officials raised concerns about the mobility authority's proposal to "double-deck" – in the words of Travis County Commissioner Brigid Shea – the highway by adding two raised lanes over Lady Bird Lake and Zilker Park and a flyover connection with East Cesar Chavez.

Justin Word, director of project management with the mobility authority, told the City Council Mobility Committee on Oct. 7 that the organization will outline six options for the project. These include the "double-deck" proposal presented in February and an alternative that the Austin Transportation Department drafted without the raised lanes or East Cesar Chavez flyover.

Both of those options involve adding two express lanes in each direction to that strip of highway.

The other four alternatives consist of adding one express lane per direction with connections to and from Cesar Chavez; one express lane per direction without Cesar Chavez connections; two express lanes per direction with connections to and from Cesar Chavez; and two express lanes per direction without Cesar Chavez connections.

Word said that the mobility authority has taken into account suggestions from the city of Austin, the city of Rollingwood, Travis County and other stakeholders. These suggestions include adding direct connector ramps at U.S. 290, adding additional bicycle and pedestrian facilities north of R.M. 2244 and adding improvements at Lake Austin Boulevard and Fifth Street.

This one too!

---------- Forwarded message ----------
From: **Austin Transportation Department** <AustinMobility@austintexas.gov>
Date: Mon, Nov 9, 2015 at 5:37 PM
Subject: Austin Mobility News
To: jengelhardt@rifeline.com

View this email in your browser

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MoPac South Environmental Study Open House - November 10

Tomorrow, Nov. 10, from 3-7 p.m., join the Central Texas Regional Mobility Authority and the Texas Department of Transportation for the MoPac South Environmental Study Open House.

MoPac South Environmental Study Open House
Tuesday, Nov. 10, 3-7 p.m.
Palmer Events Center, Meeting Rooms 1 - 5, Level 2
900 Barton Springs Road

Come learn how community input is helping shape potential mobility improvements along MoPac from Cesar Chavez Street to Slaughter Lane. No formal presentation will be given, so attendees can come and go at their convenience.

Unable to come? Check out the Virtual Open House on the **project website**, available until Friday, Nov. 20, 2015. Virtual Open House visitors can review exhibits, watch informational videos and submit comments and questions

---

Check it out: MoPac #MusicThatMovesYou playlist

Have you been driving your daily commute in silence? The Central Texas Regional Mobility Authority has you covered. On the road or off, Austinites can visit **www.mopacexpress.com** or look up the **MoPac Music playlist** on mobile devices to access the project's Spotify playlist.

Users are asked to tweet their favorite driving song using the hashtag, #MusicThatMovesYou to be added to the playlist. From the ever appropriate, "Crosstown Traffic" by Jimi Hendrix to more recent tracks like "The Traveling Song" by The Avett Brothers, they playlist is a good pick-me-up when traffic has you down!

Nearing 73% completion, the project is set to give drivers the option to bypass congestion on the 11-mile stretch of MoPac between Parmer Lane and Cesar Chevez Street. The express lanes are scheduled to open in 2016.

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Want more mobility news? Visit Movability Austin!

Austin Mobility News Staff:

Cheyenne Krause: Public Information Specialist - (512) 974-7907

Marissa Monroy: Public Information Specialist Senior - (512) 974-6584

Samantha Alexander: Public Information & Marketing Manager - (512) 974-7923

Austin Mobility is the City's effort for a fresh approach to looking at walking, biking, transit, and driving to solve the transportation puzzle for all of us. We are taking proactive steps to engage and educate the

Monday, November 16, 2015 4:20 PM

Hi ladies! Both the MoPac South Open House and the 183 North Mobility Project Public Hearing are mentioned in this eNewsletter. Thanks,

Jessica

---------- Forwarded message ----------
From: **Downtown Austin Alliance** <email@responsewise.com>
Date: Mon, Nov 9, 2015 at 5:18 PM
Subject: This Week in Downtown November 9-15
To: jengelhardt@rifeline.com

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This Week in Downtown

DOWNTOWN AUSTIN ALLIANCE

November 9-15, 2015

In This Week's Newsletter...

- Last Chance: Take Survey to Help Shape the Future of the Downtown Austin Alliance
- Issues and Eggs: Leading the Way Home Tuesday, November 10
- Waller Creek Conservancy Presents Creek Show 2015: November 12-21
- 2015 Preservation Merit Awards Celebration
- The Trail Foundation Announces Latest Project at "State of the Trail"
- MoPac South Open House: Tuesday, November 10
- CodeNEXT Sound Check Kicks Off November 16th
- Provide Your Input on the Lamar Beach Master Plan
- CNU Central Texas 2015 Annual Luncheon: Wednesday, December 9
- 183 North Mobility Project Public Hearing Set for November 12th
- What's Out There Weekend Austin: November 21-22
- Street Closures

Our Mission

The Mission of the Downtown Austin Alliance is to preserve and enhance the value and vitality of downtown Austin.

Downtown Austin Facts

- 82,104 employees work in downtown Austin.

- The average rental rate for downtown office space is $41.02/SF.

-Downtown office occupancy is at 92.5%

This Month's Meetings/Events

-**Issues & Eggs: Leading the Way Home**: November 10 @ 7:30 a.m., St. David's Church, 301 E. 8th St.

-**Security/Maintenance Committee:** November 25 @ 8:30 a.m. St. David's Church, 301 E. 8th St.

Contact Us

Downtown Austin Alliance
211 East 7th Street,
Suite 818

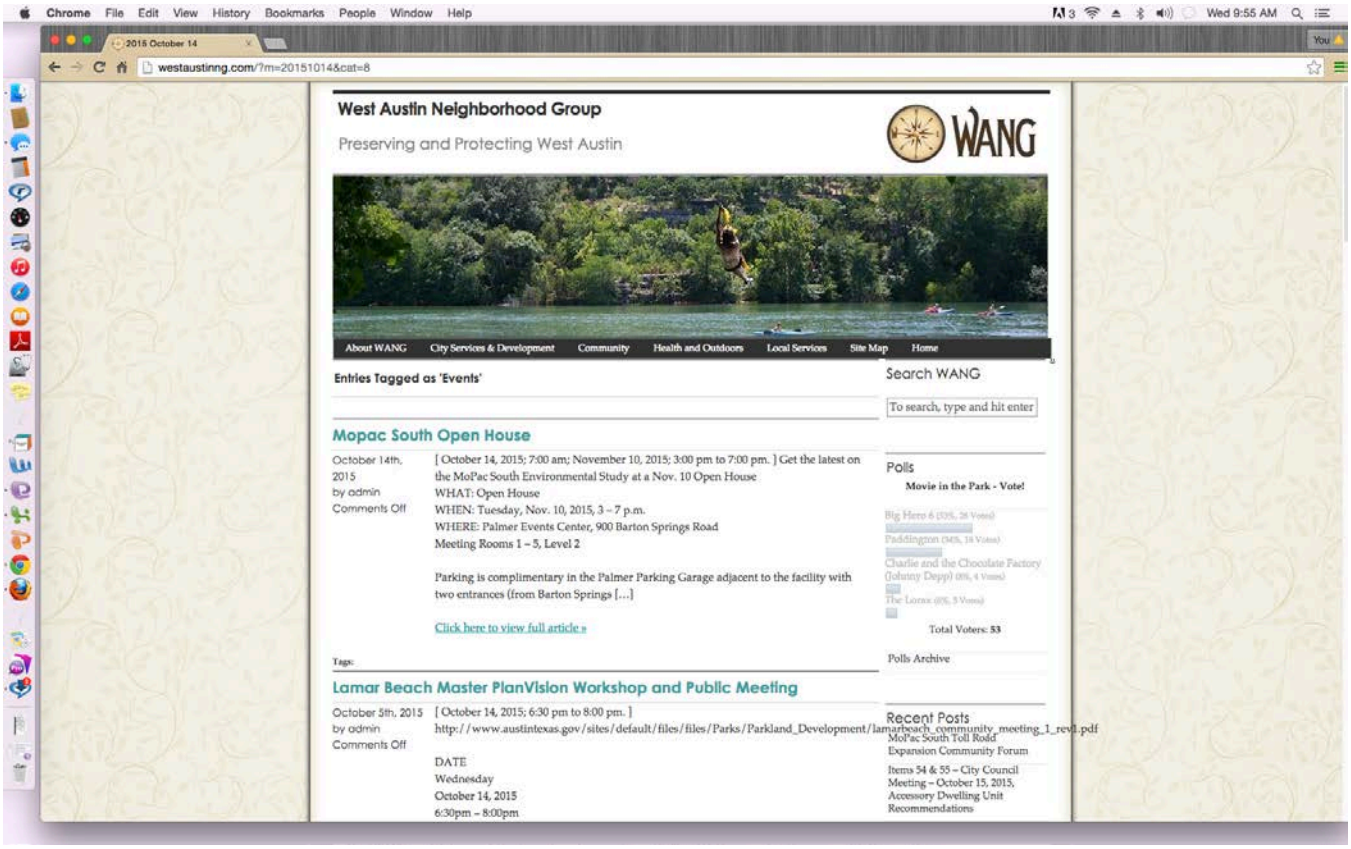
Page 1 of 8

MoPac South Open House: Tuesday, November 10

Join the Central Texas Regional Mobility Authority and TxDOT for an Open House to learn how community input is helping to shape mobility improvements along MoPac from Cesar Chavez Street to Slaughter Lane. Information about several potential mobility concepts will be made available for review and study team members will be on hand to answer questions and hear your feedback. No formal presentation is planned, so please stop by at your convenience.

MoPac South Environmental Study Open House
November 10, 2015
3 - 7 p.m.
Palmer Events Center
900 Barton Springs Road, Level 2, Meeting Rooms 1-5

A Virtual Open House, which will feature all of the materials available at the Open House, will be online from October 21 - November 20, 2015. Feedback and comments can also be submitted through the virtual open house.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Preserving and Protecting West Austin
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City Services & Development
Community
Health and Outdoors
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Mopac South Open House
October 14th, 2015
by admin
Comments Off
[October 14, 2015; 7:00 am; November 10, 2015; 3:00 pm to 7:00 pm.] Get the latest on the MoPac South Environmental Study at a Nov. 10 Open House
WHAT: Open House
WHEN: Tuesday, Nov. 10, 2015, 3 – 7 p.m.
WHERE: Palmer Events Center, 900 Barton Springs Road
Meeting Rooms 1 – 5, Level 2
Parking is complimentary in the Palmer Parking Garage adjacent to the facility with two entrances (from Barton Springs […]
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Lamar Beach Master PlanVision Workshop and Public Meeting
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by admin
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http://www.austintexas.gov/sites/default/files/files/Parks/Parkland_Development/lamarbeach_community_meeting_1_rev1.pdf
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October 14, 2015
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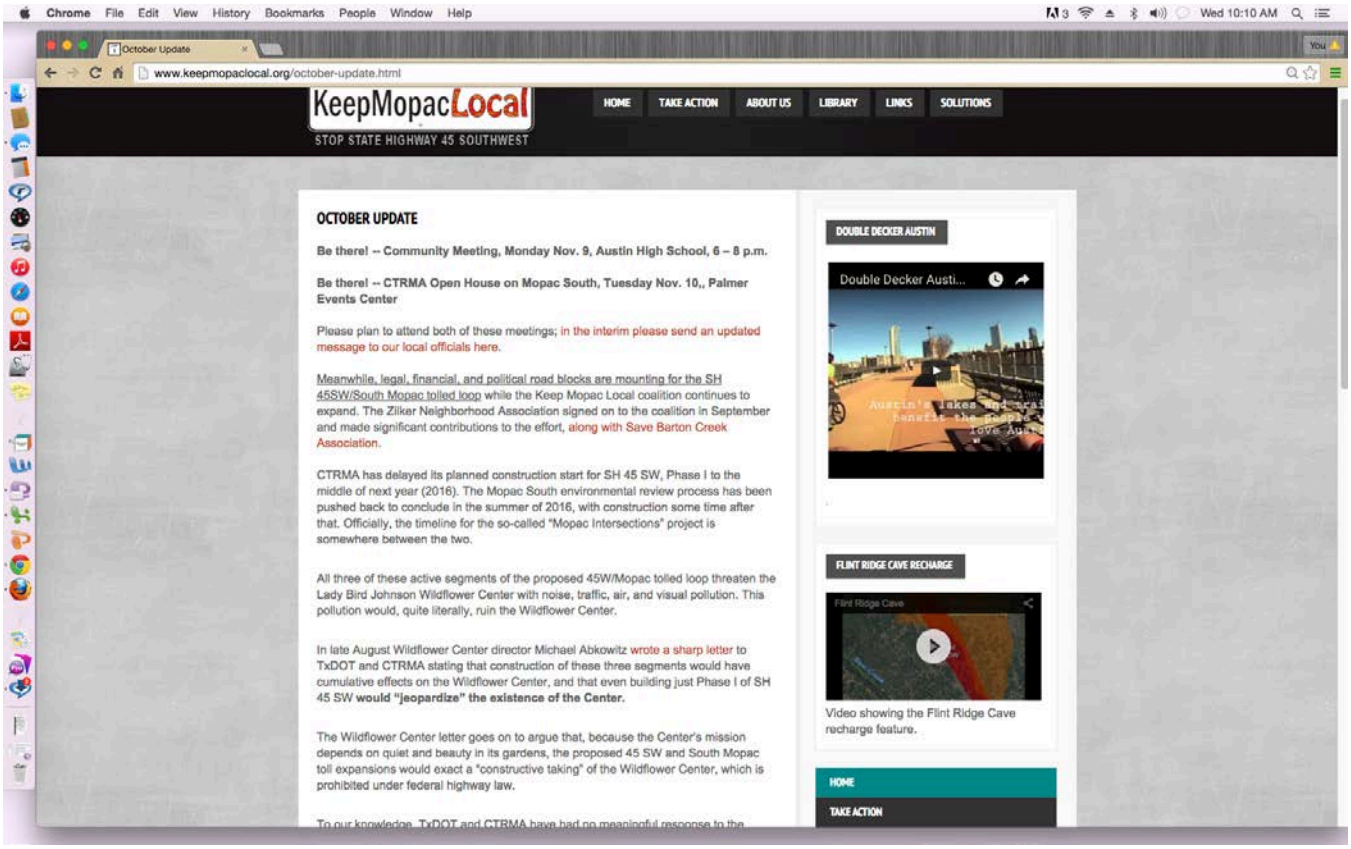
Recent Posts
MoPac South Toll Road Expansion Community Forum
Items 54 & 55 – City Council Meeting – October 15, 2015, Accessory Dwelling Unit Recommendations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October Update
www.keepmopaclocal.org/october-update.html
KeepMopacLocal
STOP STATE HIGHWAY 45 SOUTHWEST
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OCTOBER UPDATE
Be there! -- Community Meeting, Monday Nov. 9, Austin High School, 6 – 8 p.m.
Be there! -- CTRMA Open House on Mopac South, Tuesday Nov. 10,, Palmer Events Center
Please plan to attend both of these meetings; in the interim please send an updated message to our local officials here.
Meanwhile, legal, financial, and political road blocks are mounting for the SH 45SW/South Mopac tolled loop while the Keep Mopac Local coalition continues to expand. The Zilker Neighborhood Association signed on to the coalition in September and made significant contributions to the effort, along with Save Barton Creek Association.
CTRMA has delayed its planned construction start for SH 45 SW, Phase I to the middle of next year (2016). The Mopac South environmental review process has been pushed back to conclude in the summer of 2016, with construction some time after that. Officially, the timeline for the so-called "Mopac Intersections" project is somewhere between the two.
All three of these active segments of the proposed 45W/Mopac tolled loop threaten the Lady Bird Johnson Wildflower Center with noise, traffic, air, and visual pollution. This pollution would, quite literally, ruin the Wildflower Center.
In late August Wildflower Center director Michael Abkowitz wrote a sharp letter to TxDOT and CTRMA stating that construction of these three segments would have cumulative effects on the Wildflower Center, and that even building just Phase I of SH 45 SW would "jeopardize" the existence of the Center.
The Wildflower Center letter goes on to argue that, because the Center's mission depends on quiet and beauty in its gardens, the proposed 45 SW and South Mopac toll expansions would exact a "constructive taking" of the Wildflower Center, which is prohibited under federal highway law.
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Double Decker Austi...
FLINT RIDGE CAVE RECHARGE
Flint Ridge Cave
Video showing the Flint Ridge Cave recharge feature.
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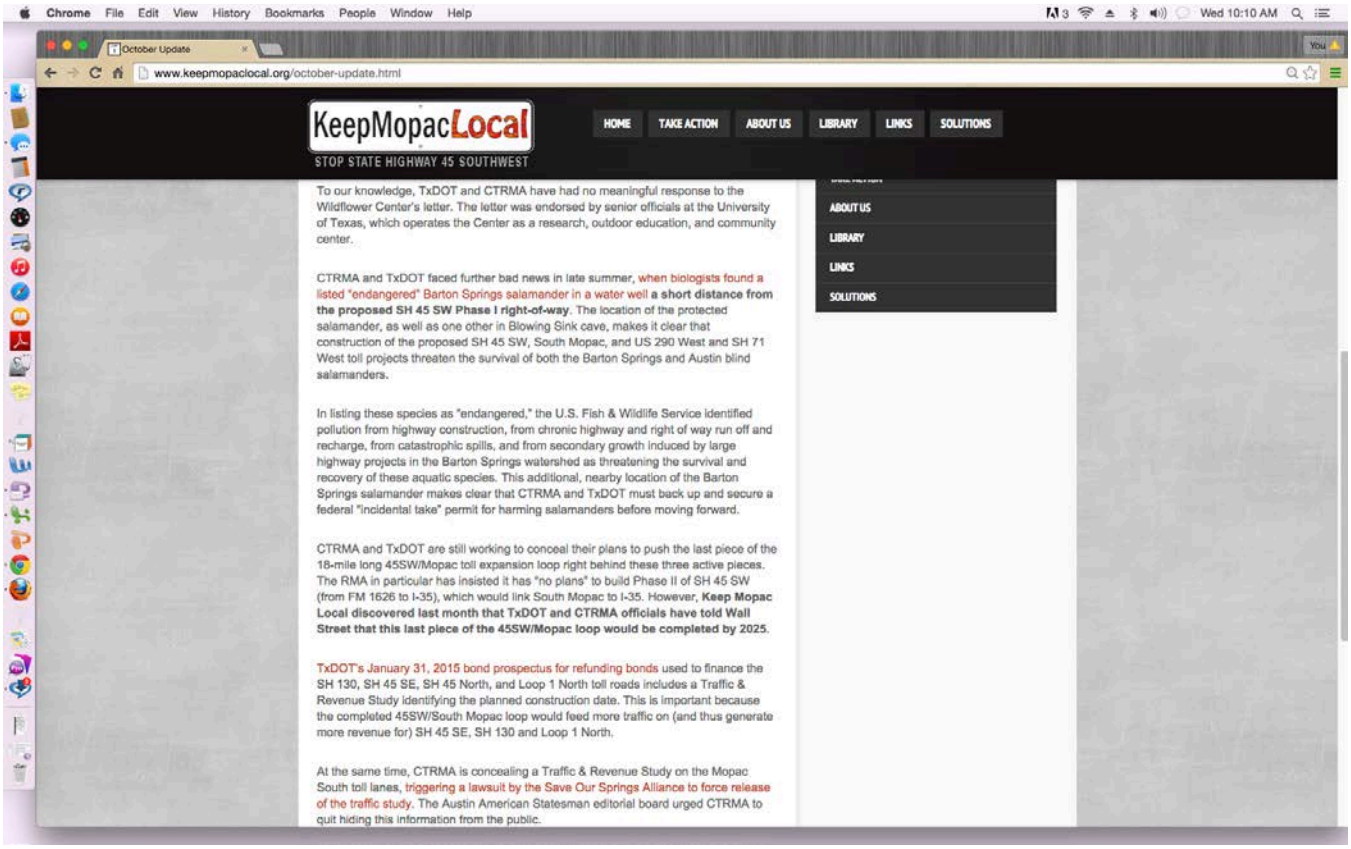
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October Update
www.keepmopaclocal.org/october-update.html
KeepMopacLocal
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To our knowledge, TxDOT and CTRMA have had no meaningful response to the Wildflower Center's letter. The letter was endorsed by senior officials at the University of Texas, which operates the Center as a research, outdoor education, and community center.
CTRMA and TxDOT faced further bad news in late summer, when biologists found a listed "endangered" Barton Springs salamander in a water well a short distance from the proposed SH 45 SW Phase I right-of-way. The location of the protected salamander, as well as one other in Blowing Sink cave, makes it clear that construction of the proposed SH 45 SW, South Mopac, and US 290 West and SH 71 West toll projects threaten the survival of both the Barton Springs and Austin blind salamanders.
In listing these species as "endangered," the U.S. Fish & Wildlife Service identified pollution from highway construction, from chronic highway and right of way run off and recharge, from catastrophic spills, and from secondary growth induced by large highway projects in the Barton Springs watershed as threatening the survival and recovery of these aquatic species. This additional, nearby location of the Barton Springs salamander makes clear that CTRMA and TxDOT must back up and secure a federal "incidental take" permit for harming salamanders before moving forward.
CTRMA and TxDOT are still working to conceal their plans to push the last piece of the 18-mile long 45SW/Mopac toll expansion loop right behind these three active pieces. The RMA in particular has insisted it has "no plans" to build Phase II of SH 45 SW (from FM 1626 to I-35), which would link South Mopac to I-35. However, Keep Mopac Local discovered last month that TxDOT and CTRMA officials have told Wall Street that this last piece of the 45SW/Mopac loop would be completed by 2025.
TxDOT's January 31, 2015 bond prospectus for refunding bonds used to finance the SH 130, SH 45 SE, SH 45 North, and Loop 1 North toll roads includes a Traffic & Revenue Study identifying the planned construction date. This is important because the completed 45SW/South Mopac loop would feed more traffic on (and thus generate more revenue for) SH 45 SE, SH 130 and Loop 1 North.
At the same time, CTRMA is concealing a Traffic & Revenue Study on the Mopac South toll lanes, triggering a lawsuit by the Save Our Springs Alliance to force release of the traffic study. The Austin American Statesman editorial board urged CTRMA to quit hiding this information from the public.
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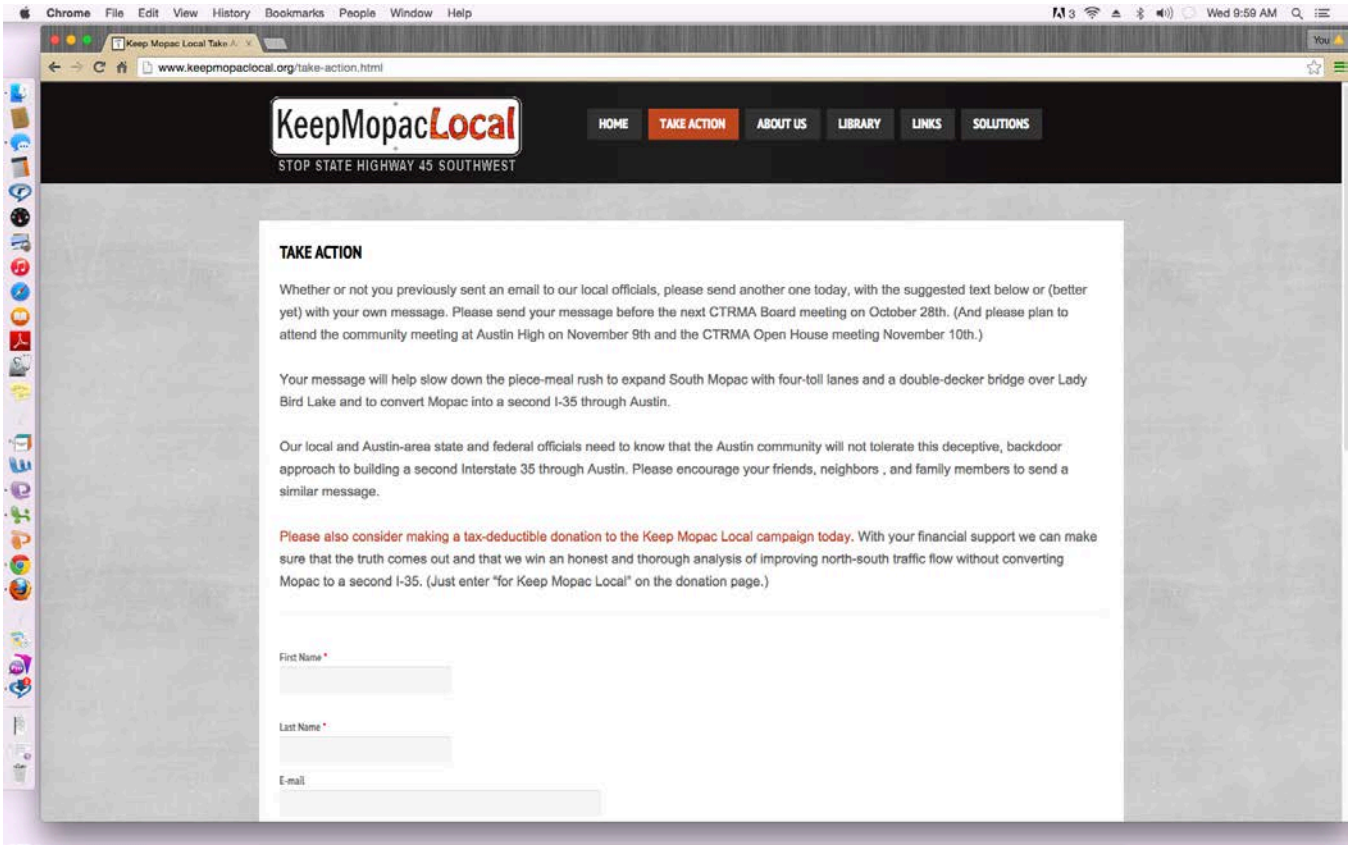
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Whether or not you previously sent an email to our local officials, please send another one today, with the suggested text below or (better yet) with your own message. Please send your message before the next CTRMA Board meeting on October 28th. (And please plan to attend the community meeting at Austin High on November 9th and the CTRMA Open House meeting November 10th.)
Your message will help slow down the piece-meal rush to expand South Mopac with four-toll lanes and a double-decker bridge over Lady Bird Lake and to convert Mopac into a second I-35 through Austin.
Our local and Austin-area state and federal officials need to know that the Austin community will not tolerate this deceptive, backdoor approach to building a second Interstate 35 through Austin. Please encourage your friends, neighbors , and family members to send a similar message.
Please also consider making a tax-deductible donation to the Keep Mopac Local campaign today. With your financial support we can make sure that the truth comes out and that we win an honest and thorough analysis of improving north-south traffic flow without converting Mopac to a second I-35. (Just enter "for Keep Mopac Local" on the donation page.)
First Name *
Last Name *
E-mail

SAVE OUR SPRINGS

Austin's water watchdog since 1992

Tame the Mopac Monster (before it kills again!); Oppose the Hose news . . .

You can make a difference starting today in determining whether a second Interstate 35 is built through Austin.

You might think "Pshaw, mere hyperbolic scare tactics!" Wish again, our water loving friends. Read on, learn more (with a few laughs from **this video short**), **send an updated email message** to our local leaders, **and make a donation to help fend off Austin's worst nightmare in decades!**

Gargamel himself could scarcely dream up a more diabolical scheme for chewing up and paving over much of what we love about Austin.

From the Lady Bird Johnson Wildflower Center, Flint Ridge Cave and endangered species habitat at the south end, to Barton Springs, Lady Bird Lake, Zilker Park, and Austin High School in central Austin, to neighborhoods and businesses from Circle C to 183, the Mopac monster will spare nothing in its path.

But only if we let it. Starting today, and leading up to **two key community meetings on November 9th and 10th,** you can help expose and defang the Mopac monster that menaces Austin's future. **Share this flyer** with friends and neighbors. **"Read the Overview"** and **October 2015 Update** at the **KeepMopacLocal** website. **Read what the toll road agency, CTRMA, says** about the Mopac options it is currently considering.

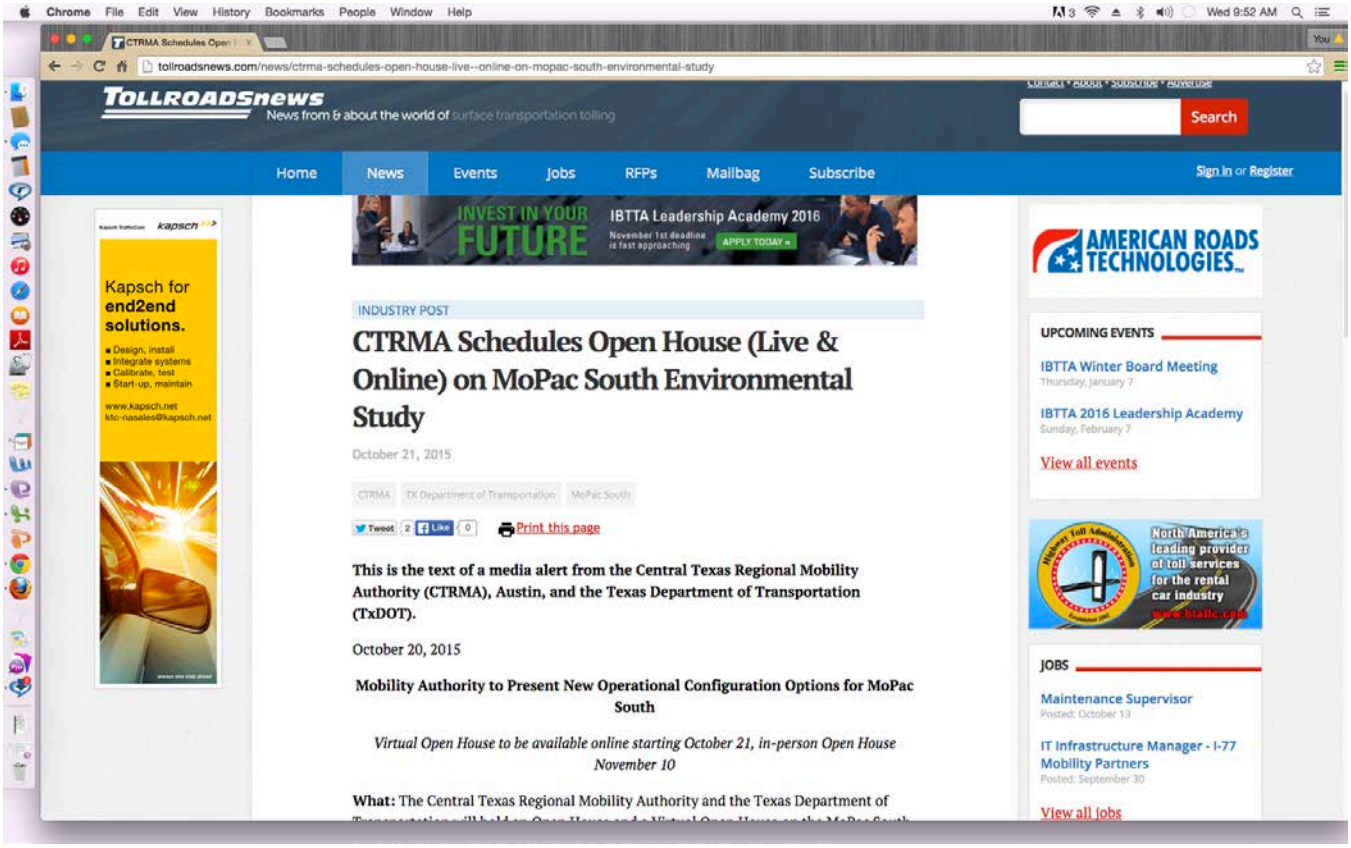
Most importantly, help spread the word and plan to attend the Monday, November 9th community meeting at Austin High School, 6 to 8 p.m., and the Tuesday, November 10th TxDOT/CTRMA sponsored "Open House" at Palmer Events Center.

The more you look the scarier and more outrageous it gets.

And then there is the San Antonio Water Hose Hydra threatening the region with unrestrained water waste and depletion and exurban sprawl from east of Austin to Blanco and Comal counties. **Read the recent Texas Tribune** and **Statesman** stories on San Antonio's "Vista Ridge" water pipeline scheme and **watch this new documentary video from the League of Independent Voters of Texas** on the "San Antonio hose." This battle is heating up, and Save Our Springs is working with civic, religious, and other groups from across the region to "oppose the hose."

Please help us continue the work of our lawyers, scientists and activists to help Save Our Springs for ourselves and for future generations.

DONATE HERE


Chrome File Edit View History Bookmarks People Window Help
Wed 9:52 AM
CTRMA Schedules Open
tollroadsnews.com/news/ctrma-schedules-open-house-live--online-on-mopac-south-environmental-study
TOLLROADSnews
News from & about the world of surface transportation tolling
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Design, install
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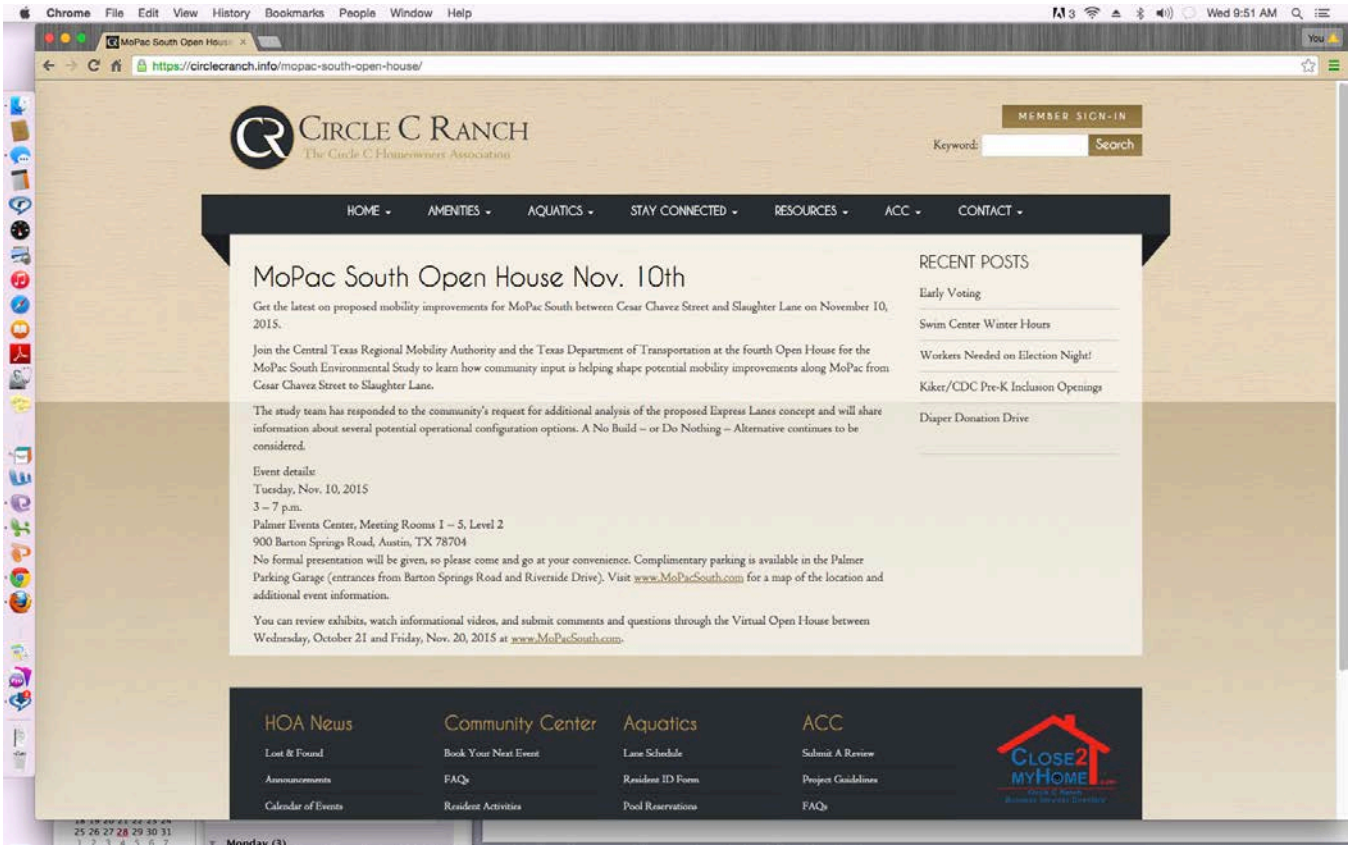
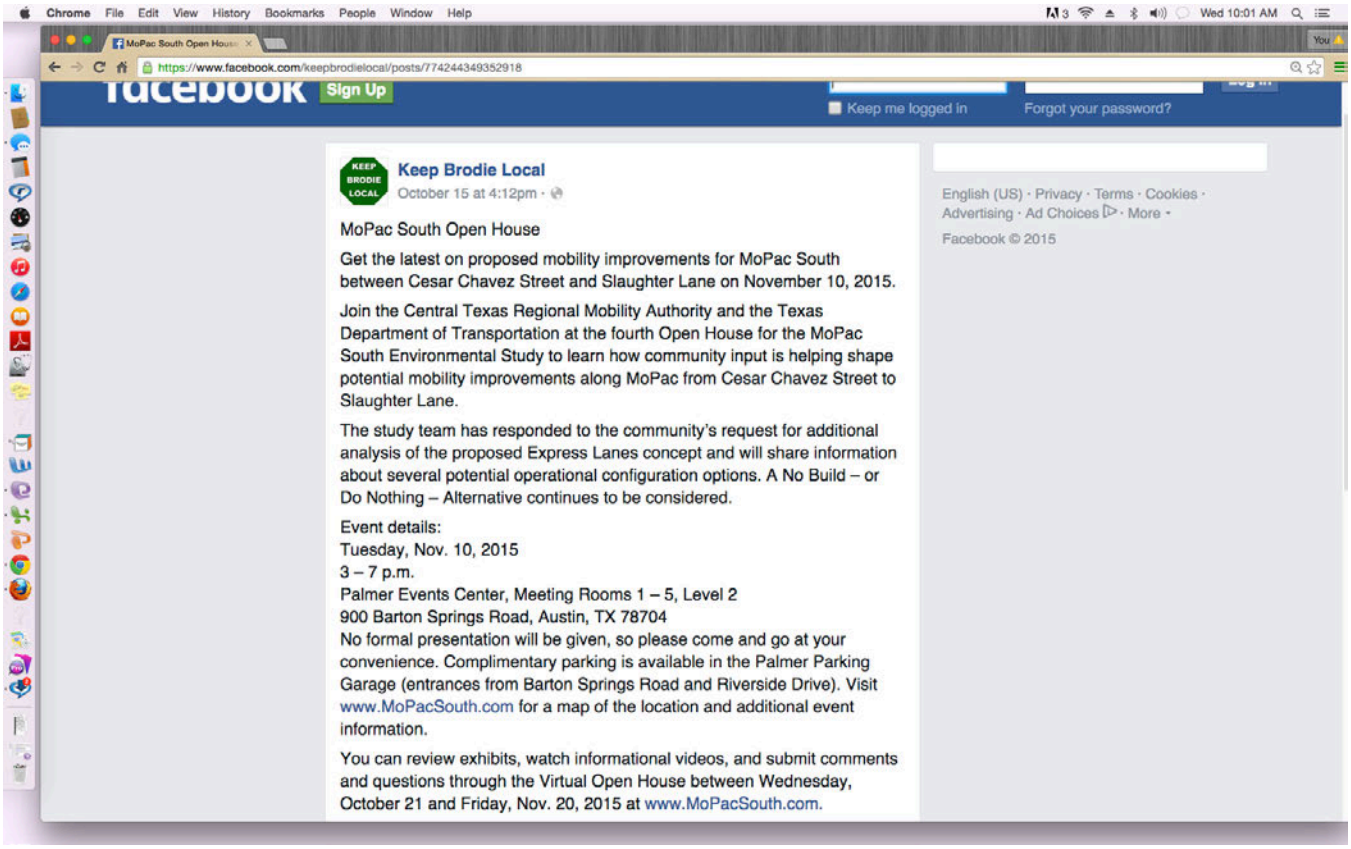
www.kapsch.net
ktc-nasales@kapsch.net
INVEST IN YOUR FUTURE
IBTTA Leadership Academy 2016
November 1st deadline is fast approaching
APPLY TODAY »
AMERICAN ROADS TECHNOLOGIES
INDUSTRY POST
CTRMA Schedules Open House (Live & Online) on MoPac South Environmental Study
October 21, 2015
CTRMA
TX Department of Transportation
MoPac South
Tweet 2
Like 0
Print this page
This is the text of a media alert from the Central Texas Regional Mobility Authority (CTRMA), Austin, and the Texas Department of Transportation (TxDOT).
October 20, 2015
Mobility Authority to Present New Operational Configuration Options for MoPac South
Virtual Open House to be available online starting October 21, in-person Open House November 10
What: The Central Texas Regional Mobility Authority and the Texas Department of
UPCOMING EVENTS
IBTTA Winter Board Meeting
Thursday, January 7
IBTTA 2016 Leadership Academy
Sunday, February 7
View all events
North America's leading provider of toll services for the rental car industry
JOBS
Maintenance Supervisor
Posted: October 13
IT Infrastructure Manager - I-77 Mobility Partners
Posted: September 30
View all jobs


Chrome File Edit View History Bookmarks People Window Help
Wed 9:51 AM
https://circlecranch.info/mopac-south-open-house/
CIRCLE C RANCH
The Circle C Homeowners Association
MEMBER SIGN-IN
Keyword:
Search
HOME
AMENITIES
AQUATICS
STAY CONNECTED
RESOURCES
ACC
CONTACT
MoPac South Open House Nov. 10th
Get the latest on proposed mobility improvements for MoPac South between Cesar Chavez Street and Slaughter Lane on November 10, 2015.
Join the Central Texas Regional Mobility Authority and the Texas Department of Transportation at the fourth Open House for the MoPac South Environmental Study to learn how community input is helping shape potential mobility improvements along MoPac from Cesar Chavez Street to Slaughter Lane.
The study team has responded to the community's request for additional analysis of the proposed Express Lanes concept and will share information about several potential operational configuration options. A No Build – or Do Nothing – Alternative continues to be considered.
Event details:
Tuesday, Nov. 10, 2015
3 – 7 p.m.
Palmer Events Center, Meeting Rooms 1 – 5, Level 2
900 Barton Springs Road, Austin, TX 78704
No formal presentation will be given, so please come and go at your convenience. Complimentary parking is available in the Palmer Parking Garage (entrances from Barton Springs Road and Riverside Drive). Visit www.MoPacSouth.com for a map of the location and additional event information.
You can review exhibits, watch informational videos, and submit comments and questions through the Virtual Open House between Wednesday, October 21 and Friday, Nov. 20, 2015 at www.MoPacSouth.com.
RECENT POSTS
Early Voting
Swim Center Winter Hours
Workers Needed on Election Night!
Kiker/CDC Pre-K Inclusion Openings
Diaper Donation Drive
HOA News
Lost & Found
Announcements
Calendar of Events
Community Center
Book Your Next Event
FAQs
Resident Activities
Aquatics
Lane Schedule
Resident ID Form
Pool Reservations
ACC
Submit A Review
Project Guidelines
FAQs
CLOSE2 MY HOME


Chrome File Edit View History Bookmarks People Window Help
Wed 10:01 AM
https://www.facebook.com/keepbrodielocal/posts/774244349352918
facebook
Sign Up
Keep me logged in
Forgot your password?
Keep Brodie Local
October 15 at 4:12pm
MoPac South Open House
Get the latest on proposed mobility improvements for MoPac South between Cesar Chavez Street and Slaughter Lane on November 10, 2015.
Join the Central Texas Regional Mobility Authority and the Texas Department of Transportation at the fourth Open House for the MoPac South Environmental Study to learn how community input is helping shape potential mobility improvements along MoPac from Cesar Chavez Street to Slaughter Lane.
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You can review exhibits, watch informational videos, and submit comments and questions through the Virtual Open House between Wednesday, October 21 and Friday, Nov. 20, 2015 at www.MoPacSouth.com.
English (US) · Privacy · Terms · Cookies · Advertising · Ad Choices · More ·
Facebook © 2015

Subject: Fwd: MoPac South Environmental Study Update
Date: Monday, October 12, 2015 at 3:42 PM
From: Jessica Engelhardt <jengelhardt@rifeline.com>
To: Crispin Ruiz <cr@groupsolutionsrjw.com>, "Bruck, Tricia" <Tricia.Bruck@jacobs.com>

FYI

---------- Forwarded message ----------
From: **Mario Espinoza** <mespinoza@mobilityauthority.com>
Date: Mon, Oct 12, 2015 at 1:50 PM
Subject: MoPac South Environmental Study Update
To: Mario Espinoza <mespinoza@mobilityauthority.com>
Cc: Mike Heiligenstein <mstein@mobilityauthority.com>, "Melissa Hurst (mhurst@rifeline.com)" <mhurst@rifeline.com>, "Jessica Engelhardt (jengelhardt@rifeline.com)" <jengelhardt@rifeline.com>, Dee Anne Heath <dheath@mobilityauthority.com>, Laura Bohl <lbohl@mobilityauthority.com>, Abby Tomlinson <atomlinson@hntb.com>

Good afternoon,

I want to provide you with an update on the MoPac South Environmental Study. As you may know, the Central Texas Regional Mobility Authority extended the MoPac South Environmental Study process to allow for additional community input and engineering analysis on the proposed Express Lanes Alternative. Since our last Open House in February, the Mobility Authority has been working with the community to develop four additional operational configurations for the Express Lanes Alternative, in addition to the one that was presented in February (two Express Lanes in each direction with direct connections to downtown). These additional configurations include:

* One Express Lane in each direction with direct connections to and from Cesar Chavez St.
* One Express Lane in each direction without a direct connection to and from Cesar Chavez St.
* Two Express Lanes in each direction without a direct connection to and

from Cesar Chavez St.

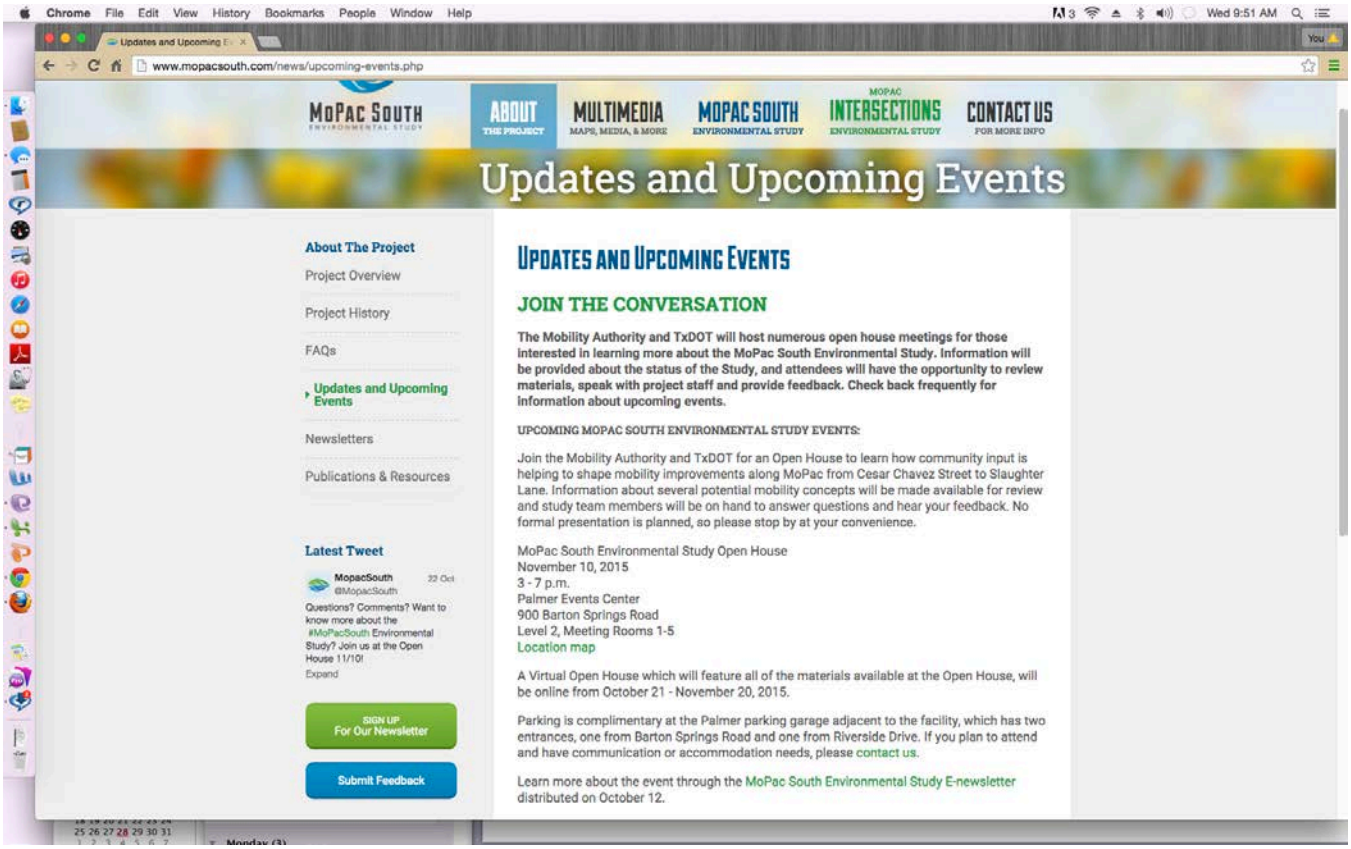
* Two Express Lanes in each direction without a direct connection to or from Cesar Chavez St., but with ramps near Barton Skyway

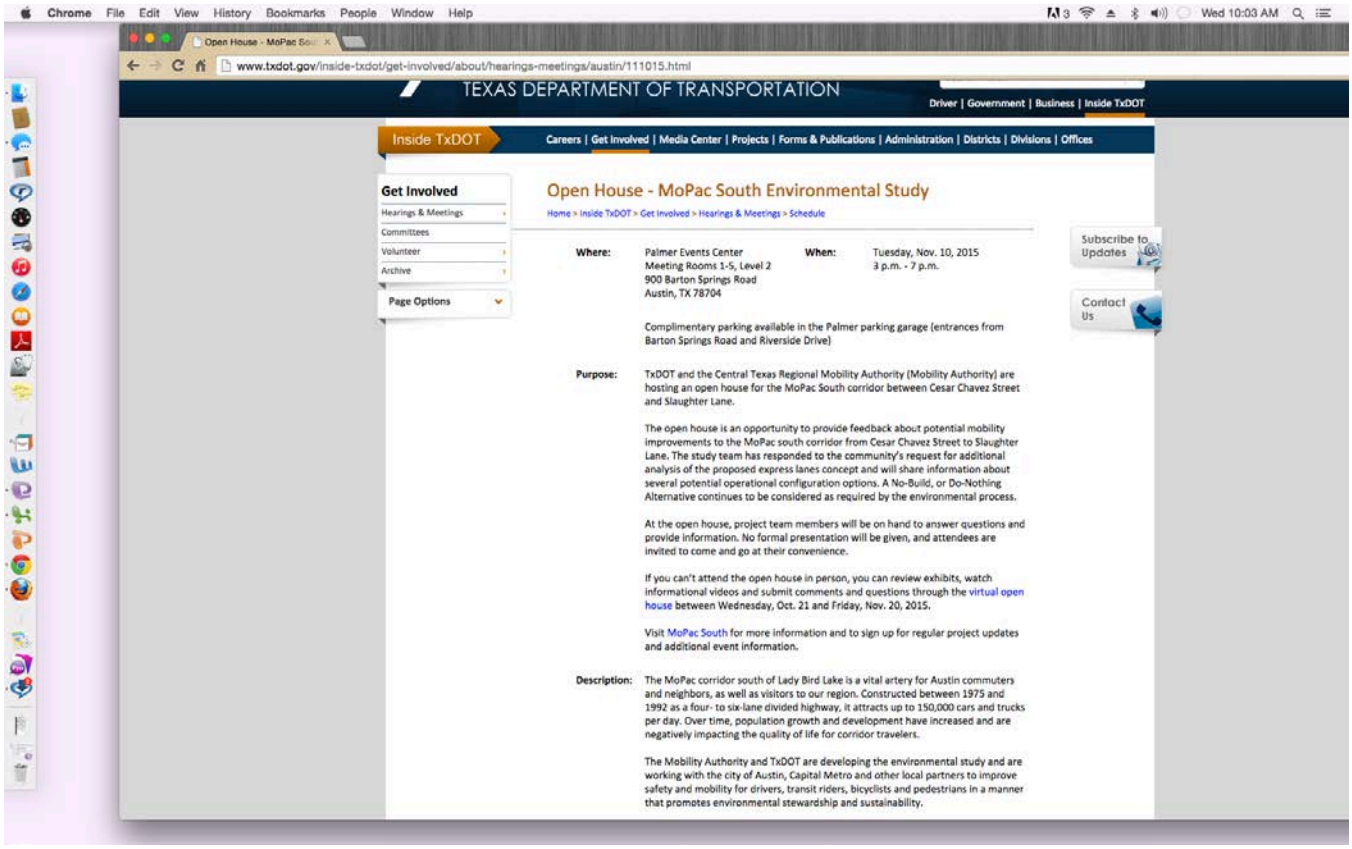
All of these Express Lane configurations have been improved upon using input from community stakeholders and local governments, including ideas presented as part of a concept submitted to the Mobility Authority by the City of Austin. These improvements include:

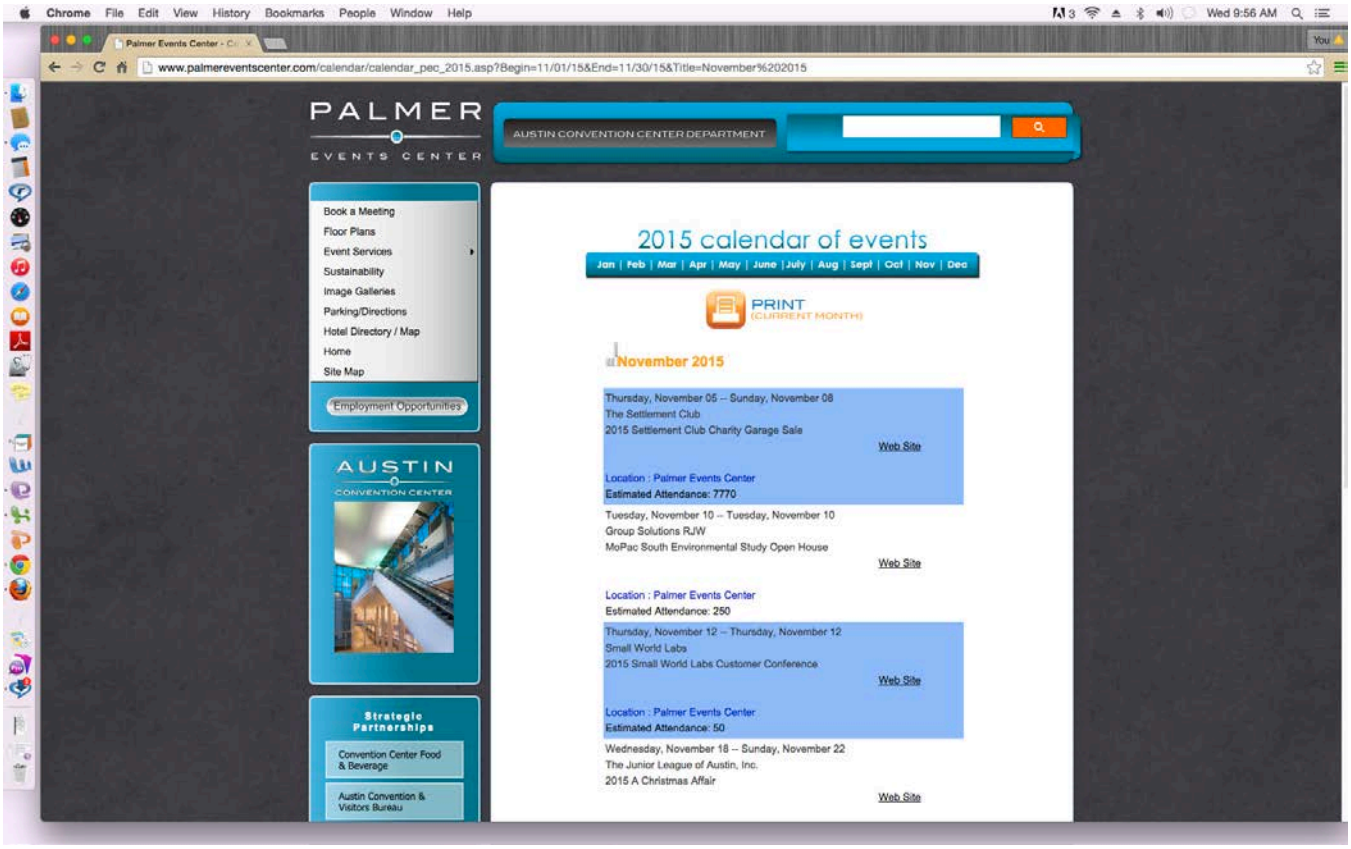
* Suggested by City of Austin:
  * Addition of direct connection ramps at US 290
  * Addition of a new collector distributor, or bypass lane, at Loop 360
* Suggested by Austin Independent School District:
  * Direct connection touchdown shifted farther east on Cesar Chavez St.
* Suggested by City of Rollingwood:
  * Texas Turnarounds at Barton Skyway
  * Reconfiguration of RM 2244 southbound exit ramp
  * Additional Bike/Pedestrian facilities north of RM 2244
* Suggested by Travis County:
  * Improvements at Lake Austin Blvd. and 5th St.
* Suggested by Community Stakeholders:
  * Ramp improvements at William Cannon Dr.
  * Additional general-purpose lane south of William Cannon Dr.

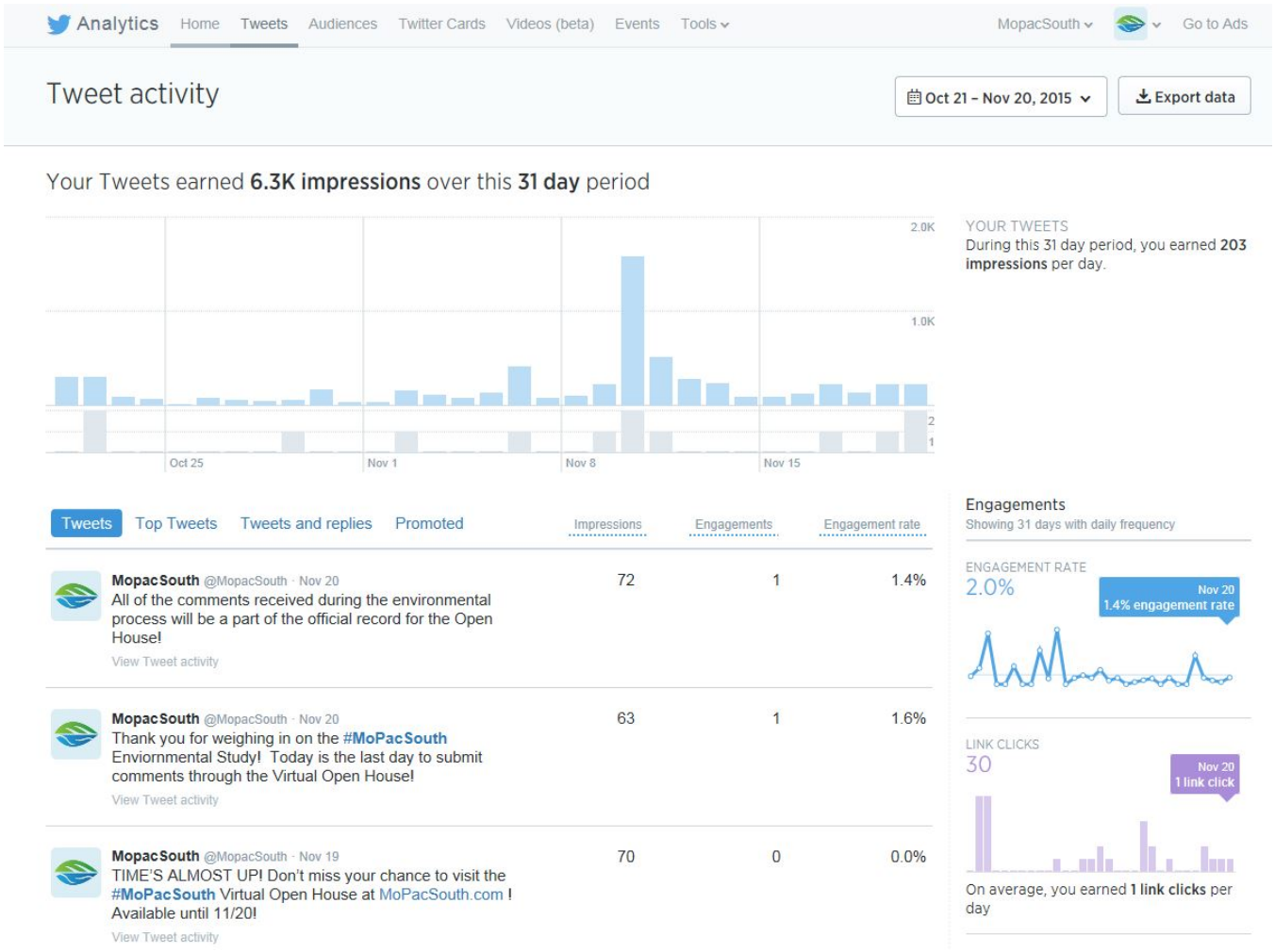
The Mobility Authority is excited to share these operational configurations with the community through a series of public outreach events, including meetings with numerous stakeholders, a series of workshops, an Open House on November 10, 2015 at the Palmer Events Center, and a concurrent 30-day Virtual Open House that begins on Wednesday, October 21, 2015. In addition to the operational configuration options, we will also share results of additional analyses conducted, including information from the University of Texas's Center for Transportation Research regarding any potential impacts to downtown traffic patterns resulting from this project. The Open House will be held:
Tuesday, November 10, 2015

3 - 7 p.m.
Palmer Events Center, Meeting Rooms 1 - 5, Level 2
900 Barton Springs Road, Austin, TX 78704
A map of the location and additional Open House information is available at www.MoPacSouth.com <http://www.MoPacSouth.com> <http://www.mopacsouth.com/>.
Free parking for the Open House is available in the Palmer Parking Garage.
No formal presentation is planned, and attendees are welcome to come and go at their convenience.
A Virtual Open House will also be available between Wednesday, October 21 and Friday, November 20, 2015 at www.MoPacSouth.com <http://www.MoPacSouth.com> <http://www.mopacsouth.com/>. Virtual Open House visitors will be able to review exhibits, watch informational videos, and submit comments and questions.
Please note that the official comment period for the Open House begins on October 21, 2015 with the launch of the Virtual Open House. The official comment period for the Open House will end on November 20, 2015. All comments and questions submitted during the official comment period for the Open House will be recorded and responded to as part of the Summary Report for the meeting. All comments and questions submitted at any other time during the study will also be shared with and considered by the study team, and will become part of the official project file for the Environmental Study.
If you have any questions or concerns about the project, I would be happy to schedule a meeting with you or your staff at your convenience. ? ?
Sincerely,
Mario Espinoza, Deputy Executive Director
Central Texas Regional Mobility Authority
mespinoza@mobilityauthority.com<mailto:mespinoza@mobilityauthority.com>
512-450-6286 <tel:512-450-6286>


Chrome File Edit View History Bookmarks People Window Help
Wed 9:51 AM
www.mopacsouth.com/news/upcoming-events.php
MoPac South
ABOUT
THE PROJECT
MULTIMEDIA
MAPS, MEDIA, & MORE
MOPAC SOUTH
ENVIRONMENTAL STUDY
MOPAC
INTERSECTIONS
ENVIRONMENTAL STUDY
CONTACT US
FOR MORE INFO
Updates and Upcoming Events
About The Project
Project Overview
Project History
FAQs
Updates and Upcoming Events
Newsletters
Publications & Resources
Latest Tweet
MopacSouth
@MopacSouth
22 Oct
Questions? Comments? Want to know more about the #MoPacSouth Environmental Study? Join us at the Open House 11/10!
Expand
SIGN UP
For Our Newsletter
Submit Feedback
UPDATES AND UPCOMING EVENTS
JOIN THE CONVERSATION
The Mobility Authority and TxDOT will host numerous open house meetings for those interested in learning more about the MoPac South Environmental Study. Information will be provided about the status of the Study, and attendees will have the opportunity to review materials, speak with project staff and provide feedback. Check back frequently for information about upcoming events.
UPCOMING MOPAC SOUTH ENVIRONMENTAL STUDY EVENTS:
Join the Mobility Authority and TxDOT for an Open House to learn how community input is helping to shape mobility improvements along MoPac from Cesar Chavez Street to Slaughter Lane. Information about several potential mobility concepts will be made available for review and study team members will be on hand to answer questions and hear your feedback. No formal presentation is planned, so please stop by at your convenience.
MoPac South Environmental Study Open House
November 10, 2015
3 - 7 p.m.
Palmer Events Center
900 Barton Springs Road
Level 2, Meeting Rooms 1-5
Location map
A Virtual Open House which will feature all of the materials available at the Open House, will be online from October 21 - November 20, 2015.
Parking is complimentary at the Palmer parking garage adjacent to the facility, which has two entrances, one from Barton Springs Road and one from Riverside Drive. If you plan to attend and have communication or accommodation needs, please contact us.
Learn more about the event through the MoPac South Environmental Study E-newsletter distributed on October 12.

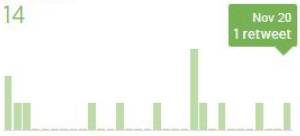

Chrome File Edit View History Bookmarks People Window Help
Wed 10:03 AM
Open House - MoPac South
www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/austin/111015.html
TEXAS DEPARTMENT OF TRANSPORTATION
Driver | Government | Business | Inside TxDOT
Inside TxDOT
Careers | Get Involved | Media Center | Projects | Forms & Publications | Administration | Districts | Divisions | Offices
Get Involved
Hearings & Meetings
Committees
Volunteer
Archive
Page Options
Open House - MoPac South Environmental Study
Home > Inside TxDOT > Get Involved > Hearings & Meetings > Schedule
Subscribe to Updates
Contact Us
Where: Palmer Events Center
Meeting Rooms 1-5, Level 2
900 Barton Springs Road
Austin, TX 78704
When: Tuesday, Nov. 10, 2015
3 p.m. - 7 p.m.
Complimentary parking available in the Palmer parking garage (entrances from Barton Springs Road and Riverside Drive)
Purpose: TxDOT and the Central Texas Regional Mobility Authority (Mobility Authority) are hosting an open house for the MoPac South corridor between Cesar Chavez Street and Slaughter Lane.
The open house is an opportunity to provide feedback about potential mobility improvements to the MoPac south corridor from Cesar Chavez Street to Slaughter Lane. The study team has responded to the community's request for additional analysis of the proposed express lanes concept and will share information about several potential operational configuration options. A No-Build, or Do-Nothing Alternative continues to be considered as required by the environmental process.
At the open house, project team members will be on hand to answer questions and provide information. No formal presentation will be given, and attendees are invited to come and go at their convenience.
If you can't attend the open house in person, you can review exhibits, watch informational videos and submit comments and questions through the virtual open house between Wednesday, Oct. 21 and Friday, Nov. 20, 2015.
Visit MoPac South for more information and to sign up for regular project updates and additional event information.
Description: The MoPac corridor south of Lady Bird Lake is a vital artery for Austin commuters and neighbors, as well as visitors to our region. Constructed between 1975 and 1992 as a four- to six-lane divided highway, it attracts up to 150,000 cars and trucks per day. Over time, population growth and development have increased and are negatively impacting the quality of life for corridor travelers.
The Mobility Authority and TxDOT are developing the environmental study and are working with the city of Austin, Capital Metro and other local partners to improve safety and mobility for drivers, transit riders, bicyclists and pedestrians in a manner that promotes environmental stewardship and sustainability.


Chrome File Edit View History Bookmarks People Window Help
Wed 9:56 AM
www.palmereventscenter.com/calendar/calendar_pec_2015.asp?Begin=11/01/15&End=11/30/15&Title=November%202015
PALMER
EVENTS CENTER
AUSTIN CONVENTION CENTER DEPARTMENT
Book a Meeting
Floor Plans
Event Services
Sustainability
Image Galleries
Parking/Directions
Hotel Directory / Map
Home
Site Map
Employment Opportunities
AUSTIN
CONVENTION CENTER
Strategic Partnerships
Convention Center Food & Beverage
Austin Convention & Visitors Bureau
2015 calendar of events
Jan | Feb | Mar | Apr | May | June | July | Aug | Sept | Oct | Nov | Dec
PRINT
(CURRENT MONTH)
November 2015
Thursday, November 05 -- Sunday, November 08
The Settlement Club
2015 Settlement Club Charity Garage Sale
Web Site
Location : Palmer Events Center
Estimated Attendance: 7770
Tuesday, November 10 -- Tuesday, November 10
Group Solutions RJW
MoPac South Environmental Study Open House
Web Site
Location : Palmer Events Center
Estimated Attendance: 250
Thursday, November 12 -- Thursday, November 12
Small World Labs
2015 Small World Labs Customer Conference
Web Site
Location : Palmer Events Center
Estimated Attendance: 50
Wednesday, November 18 -- Sunday, November 22
The Junior League of Austin, Inc.
2015 A Christmas Affair
Web Site


Analytics
Home
Tweets
Audiences
Twitter Cards
Videos (beta)
Events
Tools
MopacSouth
Go to Ads
Tweet activity
Oct 21 – Nov 20, 2015
Export data
Your Tweets earned 6.3K impressions over this 31 day period
2.0K
1.0K
Oct 25
Nov 1
Nov 8
Nov 15
YOUR TWEETS
During this 31 day period, you earned 203 impressions per day.
Tweets
Top Tweets
Tweets and replies
Promoted
Impressions
Engagements
Engagement rate
MopacSouth @MopacSouth · Nov 20
All of the comments received during the environmental process will be a part of the official record for the Open House!
View Tweet activity
72
1
1.4%
MopacSouth @MopacSouth · Nov 20
Thank you for weighing in on the #MoPacSouth Enviornmental Study! Today is the last day to submit comments through the Virtual Open House!
View Tweet activity
63
1
1.6%
MopacSouth @MopacSouth · Nov 19
TIME'S ALMOST UP! Don't miss your chance to visit the #MoPacSouth Virtual Open House at MoPacSouth.com ! Available until 11/20!
View Tweet activity
70
0
0.0%
Engagements
Showing 31 days with daily frequency
ENGAGEMENT RATE
2.0%
Nov 20
1.4% engagement rate
LINK CLICKS
30
Nov 20
1 link click
On average, you earned 1 link clicks per day

MopacSouth @MopacSouth · Nov 17 The study team responded to the community's call for additional analysis. Check out our videos that explain it all! MoPacSouth.com View Tweet activity	178	5	2.8%
MopacSouth @MopacSouth · Nov 11 Missed our **#MoPacSouth** Open House? Our Virtual Open House is still available. Visit it before 11/22! MoPacSouth.com. View Tweet activity	172	5	2.9%
MopacSouth @MopacSouth · Nov 10 The **#MoPacSouth** Open House is up & running w/ 103 visitors so far. Come see us at the Palmer Events Center before 7! pic.twitter.com/WFRrv74xIG View Tweet activity	132	5	3.8%
MopacSouth @MopacSouth · Nov 10 Open House day! Come visit and learn more about **#MoPacSouth**! 3-7 p.m. at the Palmer Events Center. The cost to park in the garage is on us! View Tweet activity	2,410	8	0.3%
MopacSouth @MopacSouth · Nov 9 How can the community benefit from the **#MoPacSouth** project? Come to our Open House TOMORROW or visit us online at MoPacSouth.com View Tweet activity	115	4	3.5%
MopacSouth @MopacSouth · Nov 6 Had questions after the last **#MoPacSouth** Open House? Join us 11/10 and get the information you've been waiting for! View Tweet activity	532	2	0.4%

RETWEETS
14

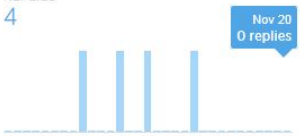


On average, you earned **0 Retweets** per day

LIKES
1

On average, you earned **0 likes** per day

REPLIES
4



On average, you earned **0 replies** per day

MopacSouth @MopacSouth · Nov 2 You can view the additional **#MoPacSouth** traffic studies and examine multiple Express Lane configuration options at the Open House 11/10! View Tweet activity	305	4	1.3%
MopacSouth @MopacSouth · Oct 29 Curious about the operational configurations for the Express Lane Alternative? Join us 11/10 at our Open House! View Tweet activity	242	1	0.4%
MopacSouth @MopacSouth · Oct 22 Questions? Comments? Want to know more about the **#MoPacSouth** Environmental Study? Join us at the Open House 11/10! View Tweet activity	361	25	6.9%
MopacSouth @MopacSouth · Oct 22 The **#MoPacSouth** Virtual Open House is now live. Looking forward to hearing your questions and comments mopacsouth.com/voh/ View Tweet activity	208	16	7.7%

You've reached the end of Tweets for the selected date range. Change date selection to view more.

Attachment C
Display and Interactive Boards

WELCOME

Please sign in and:

- Explore the exhibits
- Submit a comment form
- Fill out a community survey
- Ask questions

MoPac South
ENVIRONMENTAL STUDY

HOW TO SUBMIT COMMENTS

Today at the Open House:

Give comments verbally to the court reporter

Fill out a comment form

Electronic Method:

Go to the website: ***www.MoPacSouth.com***

Send a fax to 512-996-9784

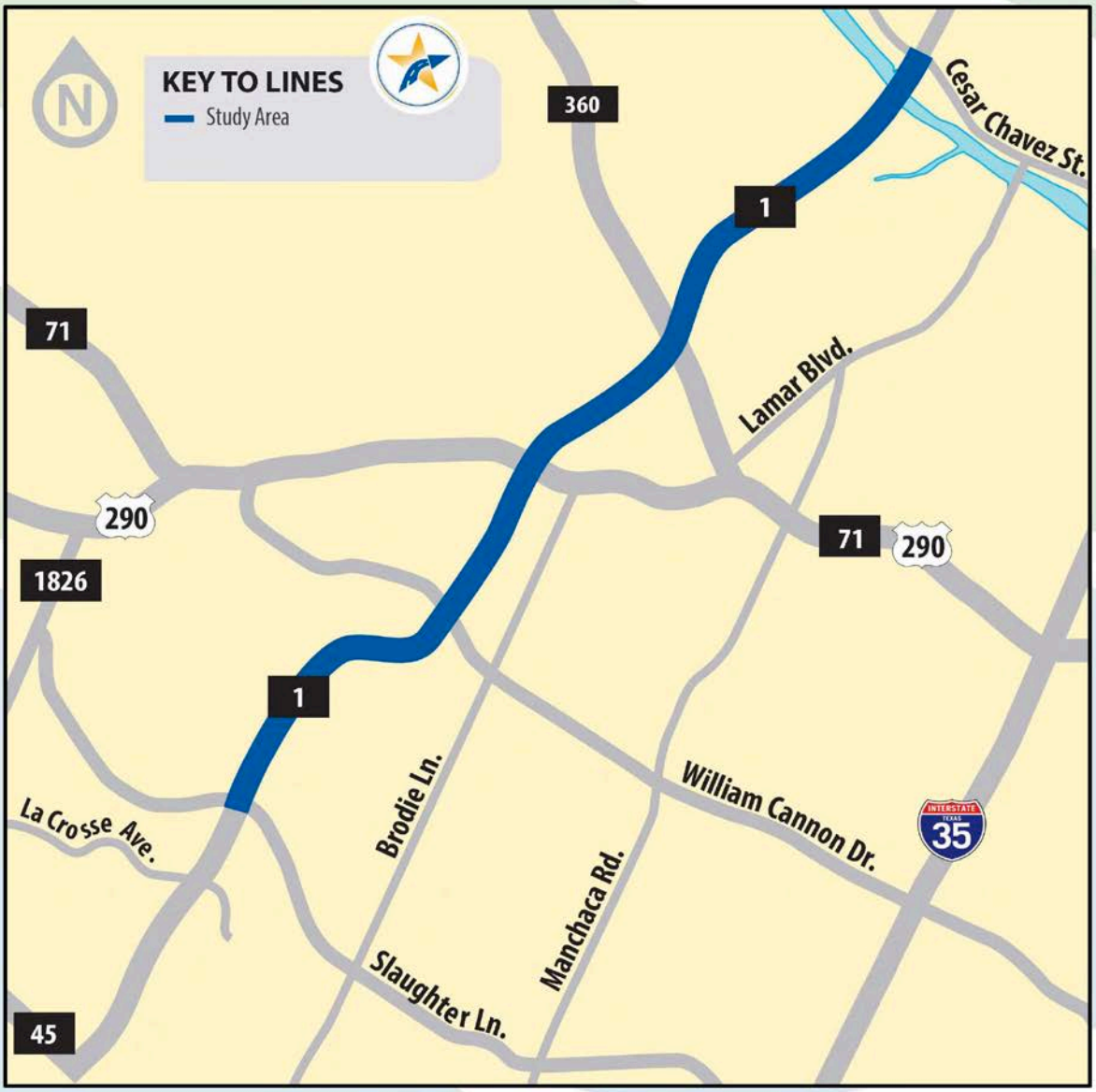
Mail:

Central Texas Regional Mobility Authority
c/o MoPac South Environmental Study
3300 North I-35, Suite 300
Austin, Texas 78705

All comments must be received by **November 20, 2015** to be part of the official record of the Open House.

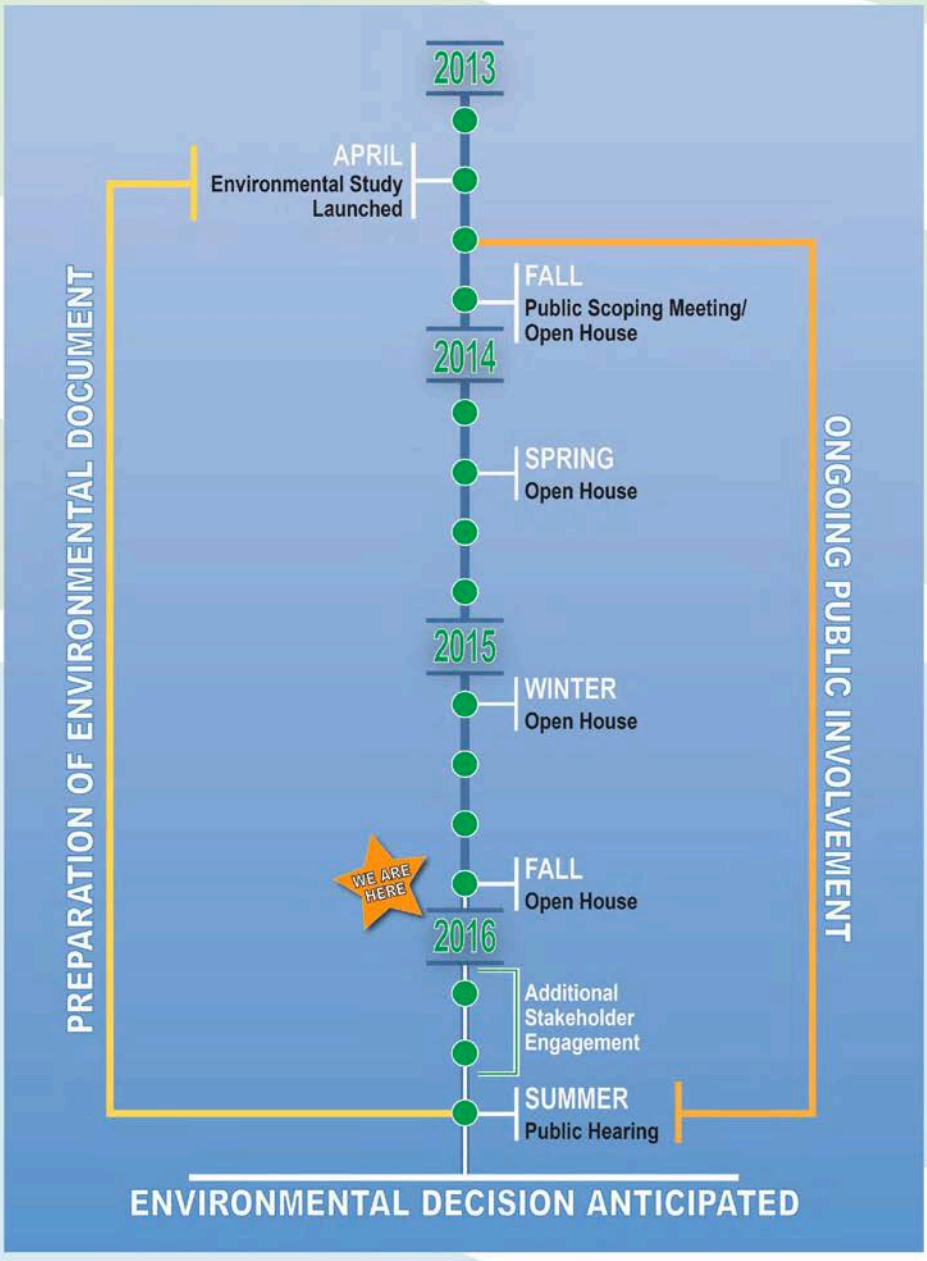
MoPac South
Environmental Study

STUDY LOCATION



MoPac South
Environmental Study

ANTICIPATED TIMELINE



MoPac South
Environmental Study

PURPOSE OF THE OPEN HOUSE

- Learn more about the MoPac South Environmental Study
- Review and provide input on operational configurations for the Express Lanes Alternative

The Mobility Authority responded to the community's call for more analysis of the Express Lanes Alternative and extended the project schedule to look at additional operational configurations and conduct more detailed analyses.

MoPac South
Environmental Study

COMMUNITY INPUT WAS INCORPORATED

- Added a direct connection at US 290 – *City of Austin*
- Added a new collector-distributor road at Loop 360 – *City of Austin*
- Shifted direct connection touchdown farther east on Cesar Chavez Street – *Austin ISD*
- Added a Texas Turnaround at Barton Skyway – *City of Rollingwood*
- Lengthened the Texas Turnaround at Loop 360 to increase capacity – *Stakeholder Comment*
- Reconfigured RM 2244 southbound exit ramp – *City of Rollingwood* and *Stakeholder Comment*
- Made ramp improvements at William Cannon Drive – *Stakeholder Comment*
- Added a third southbound general purpose lane south of William Cannon Drive – *Stakeholder Comment*
- Incorporated improvements at Lake Austin Boulevard – *Travis County*
- Added more Bike/Pedestrian facilities north of RM 2244 – *City of Rollingwood*

MoPac South
Environmental Study

PUBLIC & AGENCY OUTREACH ACTIVITIES TO DATE

- 1 Agency Scoping Meeting
  - October 29, 2013
- 3 Open Houses
  - November 7, 2013
  - April 29, 2014
  - February 26, 2015
- 3 Virtual Open Houses
- 387 official comments
- 4 Technical Work Group Meetings
  - April 16, 2014
  - December 3, 2014
  - February 17, 2015
  - October 16, 2015
- 2 Community Workshops
  - October 22, 2015
  - November 5, 2015
- 62 Stakeholder Meetings

MoPac South
Environmental Study

AGENCIES & THEIR ROLES IN THE ENVIRONMENTAL PROCESS

Who They Are	What They Do
Decision Making Agency TxDOT Environmental Division	• Review and approve the Environmental Assessment and technical reports
Lead Agencies Central Texas Regional Mobility Authority TxDOT Austin District	• Manage environmental and engineering process • Provide technical review and guidance
National Environmental Policy Act Technical Work Group ● U.S. Army Corps of Engineers ● Texas Historical Commission Texas Parks and Wildlife Department Barton Springs Edwards Aquifer Conservation District Capital Area Metropolitan Planning Organization* Capital Metro City of Austin City of Rollingwood City of West Lake Hills **Invited:** ● U.S. Fish and Wildlife Service ● U.S. Department of Agriculture - Natural Resources Conservation Service ● U.S. Department of Interior - Office of Environmental Policy and Compliance U.S. Environmental Protection Agency ● Texas Commission on Environmental Quality Lower Colorado River Authority Travis County City of Sunset Valley LBJ Wildflower Center	• Provide input on the: Purpose and Need for the project; screening and development of alternatives; methodologies to define impacts; and identification of the preferred alternative. • Review the draft and final EA

● Agencies that provide potential permits and other approvals for this project.

* Capital Area Metropolitan Planning Organization prepares the Long-Range Transportation Plan that identifies potential projects and allocates state and federal funding for both environmental studies and construction projects.

MoPac South
Environmental Study

WHAT ARE WE TRYING TO DO?
(PROJECT PURPOSE)

- Provide an opportunity for reliable travel times
- Improve operational efficiency
- Create a dependable and consistent route for transit
- Facilitate reliable emergency response

85% of respondents agree or strongly agree that the Draft Purpose and Need for this project are appropriate.

Source: Community Survey, spring 2014

MoPac South
Environmental Study

PROJECT GOALS AND OBJECTIVES

- Provide consistency with local and regional plans
- Reduce congestion delay and provide travel time savings for all roadway users
- Be constructible without unnecessary impacts to the natural and human environment*
- Avoid and minimize impacts to water quality*
- Deliver relief in a timely manner*
- Facilitate congestion management*
  - Increase opportunities for transit and ridesharing
  - Increase opportunities for pedestrians and bicyclists

**Major theme identified through public input provided via fall 2013 and spring 2014 Community Surveys.*

MoPac South
Environmental Study

WHAT PROBLEMS NEED TO BE ADDRESSED? (PROJECT NEED)

- Current and forecasted congestion levels are creating unreliable travel times
- Under the No Build Alternative (Do Nothing), it could take an **additional 35 minutes** to drive from Cesar Chavez Street to Slaughter Lane in 2035

TRAVEL TIME (IN MINUTES)
between Cesar Chavez Street and Slaughter Lane

	2015	2035 (NO BUILD)	ADDITIONAL TRAVEL TIME
Northbound			+29
Southbound			+35

Morning peak period northbound (7-9 a.m.)

Evening peak period southbound (4-6:30 p.m.)

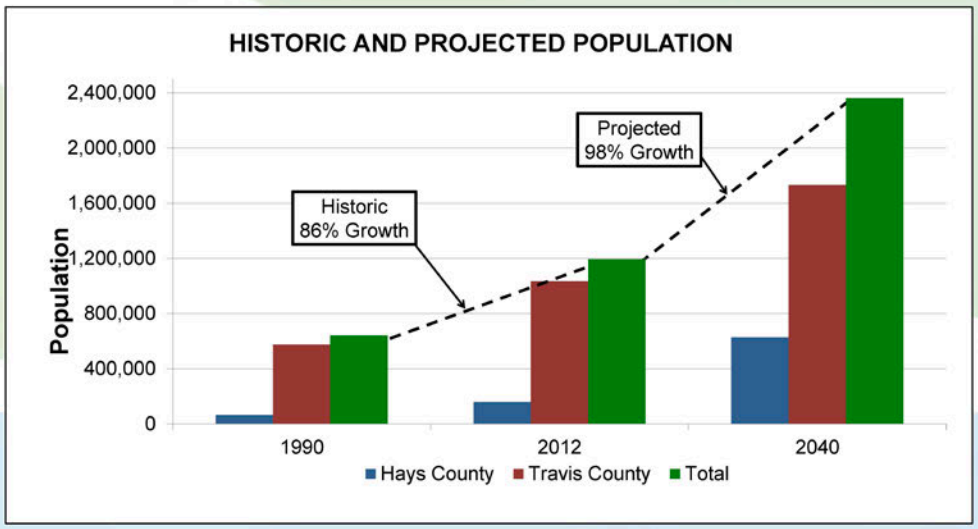
Source: CDM-Smith 2015 using Bluetooth data

- Emergency response times are impacted by traffic congestion

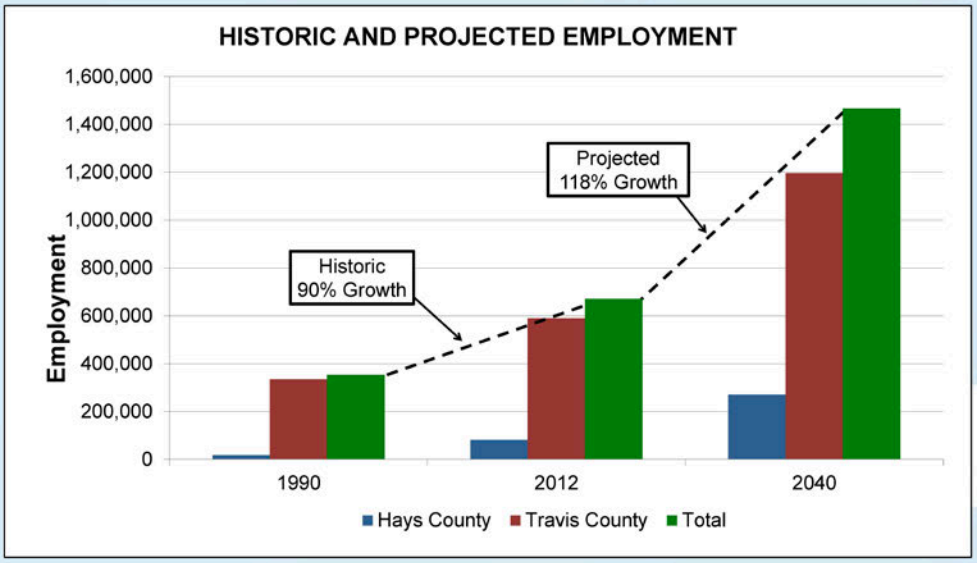
MoPac South Environmental Study

WHAT PROBLEMS NEED TO BE ADDRESSED? (PROJECT NEED)

Forecasted population and employment growth in Travis and Hays counties



Source: U.S. Census Bureau: 1990 Census & 2008-2011 American Community Survey; CAMPO 2040 Forecast



Source: U.S. Census Bureau: 1990 Census & 2008-2011 American Community Survey; CAMPO 2040 Forecast

MoPac South
Environmental Study

EXPRESS LANES

EXPRESS LANES ALTERNATIVE is recommended for the following reasons:

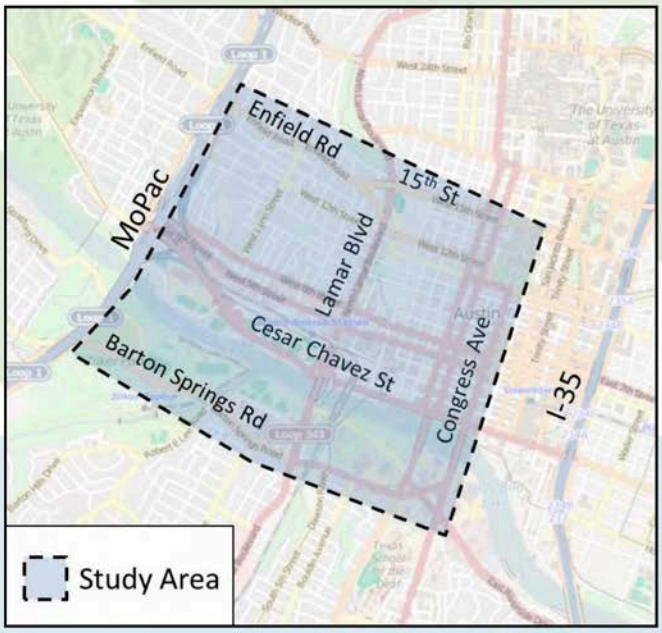
- Offers reliable travel times for single occupancy vehicles, high occupancy vehicles, vanpools, buses and emergency vehicles
- Provides the shortest peak period travel time for all vehicles, including those using the general purpose lanes
- Configurations with two Express Lanes in each direction and a downtown direct connection reduce annual delay by over 3.5 million vehicle hours of travel; twice that of the HOV Lane Alternative and 15 times more than the Transit Only Lane Alternative. Configurations with one Express Lane in each direction or no downtown direct connection reduce annual delay by over 2.5 million vehicle hours of travel; 50% more than the HOV Lane Alternative and 10 times as much as the Transit Only Lane Alternative.
- Avoids unnecessary impacts to the natural and human environment, and avoids and minimizes impacts to water quality
- Delivers relief in a timely manner
- Increases opportunities for transit and ridesharing and includes new bicycle and pedestrian facilities

In accordance with the National Environmental Policy Act, the No Build (Do Nothing) Alternative will continue to move forward as a baseline for comparison.

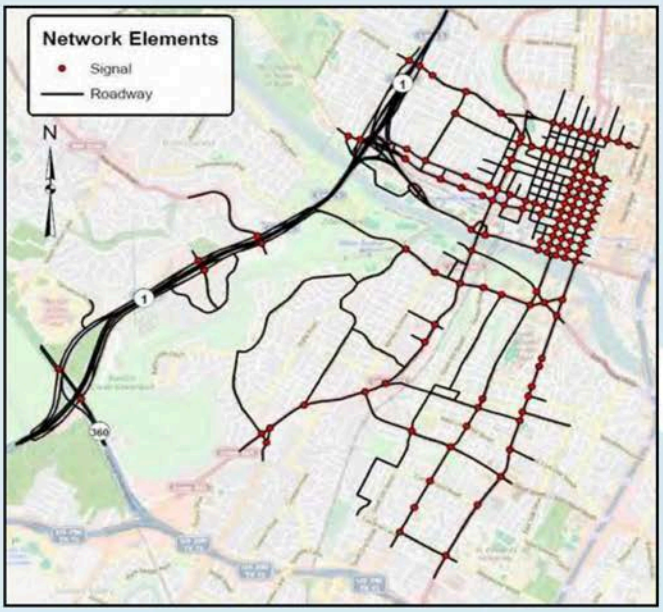
MoPac South
Environmental Study

DYNAMIC TRAFFIC ASSIGNMENT STUDY

University of Texas' Center for Transportation Research analyzed how the addition of Express Lanes might impact traffic patterns on downtown streets.



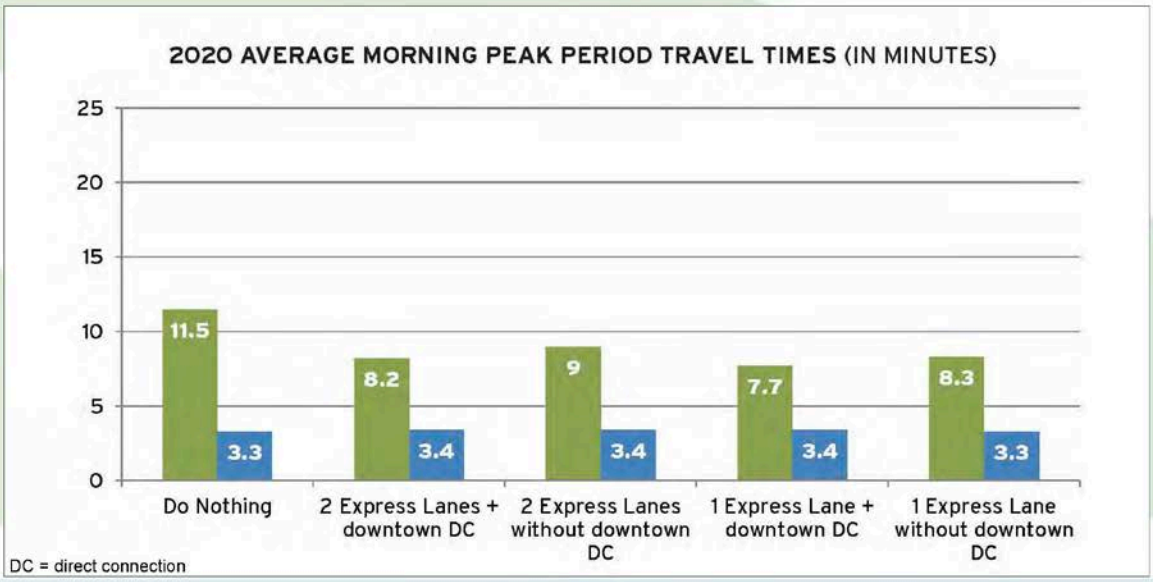
Downtown study area: Street-level travel time evaluations were conducted on the major streets in this zone.

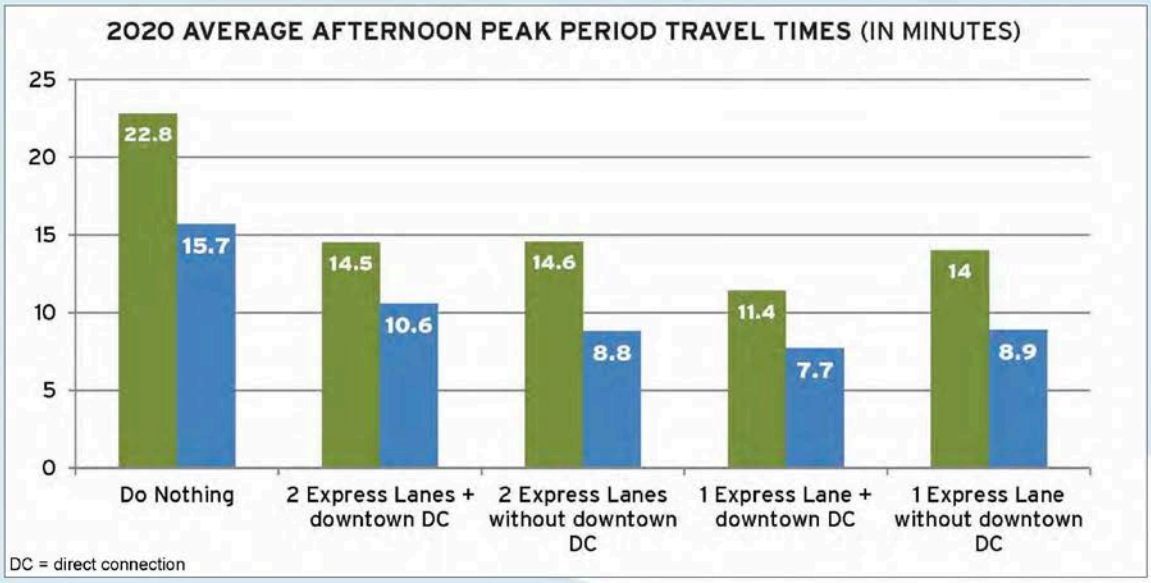


Model area: To properly analyze the impacts of the MoPac South Express Lanes on the study area, the limits of the model area extend beyond the Study Area boundaries.

MoPac South
Environmental Study

DYNAMIC TRAFFIC ASSIGNMENT STUDY RESULTS



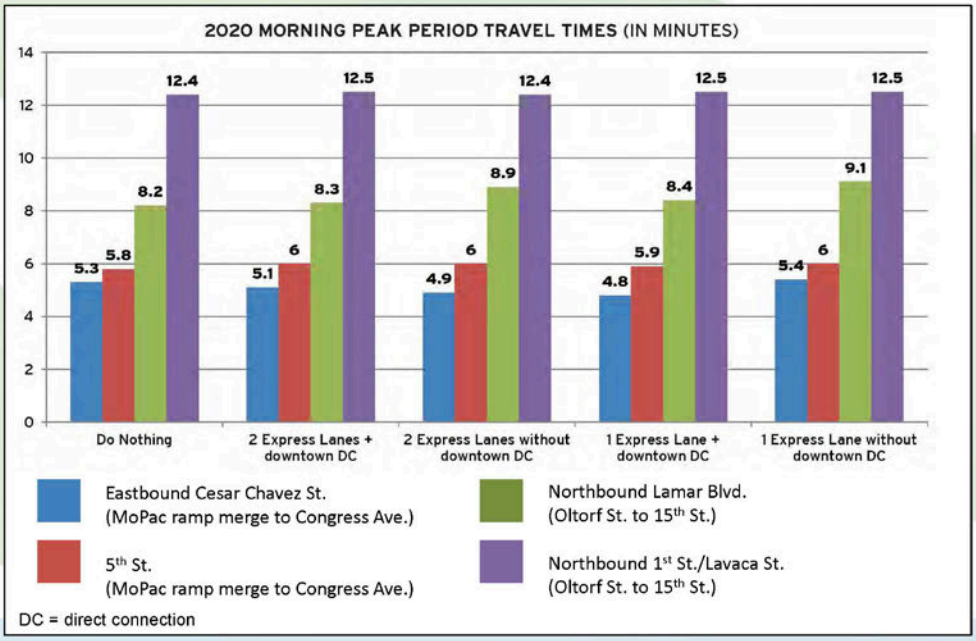


Model Area

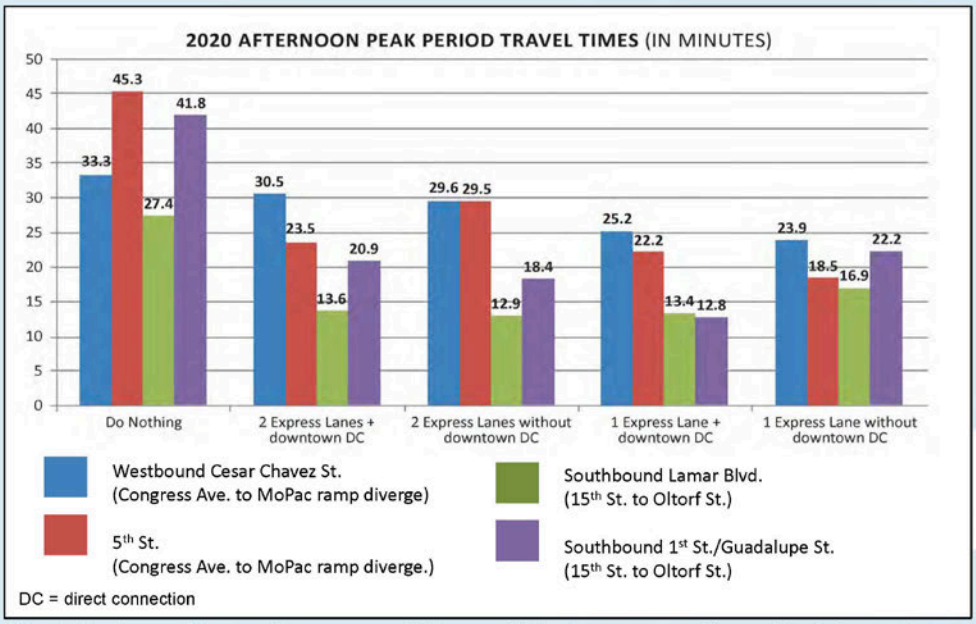
Downtown Study Area

MoPac South Environmental Study

DYNAMIC TRAFFIC ASSIGNMENT STUDY RESULTS



Modeled configurations present travel times on all routes within one minute of the No Build (Do Nothing) Alternative.



Modeled configurations would result in lower peak period travel times when compared to the No Build (Do Nothing) Alternative.

MoPac South
ENVIRONMENTAL STUDY

WHICH OPERATIONAL CONFIGURATION WILL MOVE FORWARD?

The following goals and objectives will be used to further develop and evaluate the Express Lanes Alternative:

- Reduce congestion delay and provide travel time savings for all roadway users
  - Reduce congestion delay and optimize capacity utilization
  - Maximize travel time savings
  - Serve all roadway users
- Be constructible without unnecessary impacts to the natural and human environment
- Facilitate congestion management
  - Increase opportunities for transit and ridesharing

MoPac South
Environmental Study

OPERATIONAL CONFIGURATIONS

ONE EXPRESS LANE + DOWNTOWN DIRECT CONNECTION

ONE EXPRESS LANE WITHOUT DOWNTOWN DIRECT CONNECTION

TWO EXPRESS LANES + DOWNTOWN DIRECT CONNECTION

TWO EXPRESS LANES WITHOUT DOWNTOWN DIRECT CONNECTION

TWO EXPRESS LANES + ELEVATED RAMPS NEAR BARTON SKYWAY

CITY OF AUSTIN PROPOSAL

MoPac South
Environmental Study

A preliminary layout was presented on tables for each of the six operational configurations from Cesar Chavez to Slaughter Lane

ONE EXPRESS LANE + DOWNTOWN DIRECT CONNECTION

- **Number of Express Lanes in Each Direction:** One
- **Access to Downtown:** One-lane, elevated direct connect ramp in each direction, to and from Cesar Chavez Street
- **New Elevated Structure:** One northbound and one southbound ramp near Cesar Chavez Street (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)

2035 Travel Time

TRAVEL TIMES (peak period in minutes)
between Cesar Chavez Street and Slaughter Lane

	A.M. (Northbound)	P.M. (Southbound)
Today	23	16
2035 No Build	52	51
2035 General Purpose Lanes	38	36
2035 Express Lanes	10	10

Morning peak period northbound (7-9 a.m.) — Evening peak period southbound (4-6:30 p.m.)

Estimated Additional Right-of-Way

- *From* Zilker Park — **none**
- *From* Lady Bird Lake — **none**
- *From* Lamar Beach Park (along Cesar Chavez Street) — **1.0 acre**

Conversion of park land to transportation use would require approval by the City of Austin.

- *From* commercial property (for Shared Use Path) — **0.02 acres**

Total additional right-of-way — 1.02 acres

Construction Cost Estimate: $315 M*

** Does not include final design, right-of-way acquisition, utility adjustments and other project development costs.*

MoPac South
Environmental Study

ONE EXPRESS LANE WITHOUT DOWNTOWN DIRECT CONNECTION

- **Number of Express Lanes in Each Direction:** One
- **Access to Downtown (Northbound):** Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
- **Access from Downtown (Southbound):** Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- **New Elevated Structure**: None

2035 Travel Time

TRAVEL TIMES (peak period in minutes)
between Cesar Chavez Street and Slaughter Lane

	A.M. (Northbound)	P.M. (Southbound)
Today	23	16
2035 No Build	52	51
2035 General Purpose Lanes	40	42
2035 Express Lanes	14	20

Morning peak period northbound (7-9 a.m.) Evening peak period southbound (4-6:30 p.m.)

Estimated Additional Right-of-Way

• *From* Zilker Park	**none**
• *From* Lady Bird Lake	**none**
• *From* Lamar Beach Park	**none**
• *From* commercial property (for Shared Use Path)	**0.02 acres**
Total additional right-of-way	**0.02 acres**

Construction Cost Estimate: $275 M*

** Does not include final design, right-of-way acquisition, utility adjustments and other project development costs.*

MoPac South
Environmental Study

BENEFITS OF PROVIDING TWO EXPRESS LANES IN EACH DIRECTION

There is sufficient right-of-way to add two Express Lanes in each direction along MoPac South. While adding one Express Lane would significantly improve mobility, adding two Express Lanes would better meet the Purpose and Need of the project of providing reliable travel times for vehicles, transit and emergency responders.

- More than double the number of vehicles would be able to move through the Express Lanes if two lanes in each direction are provided instead of one. (*FHWA 2003*)
- Building two Express Lanes would increase the cost of the project by less than 10%. Costs would be significantly higher to construct a second Express Lane in the future.
- A second Express Lane would require an additional 24 feet of pavement. This would not significantly change the environmental impacts of the project.
- The corridor would be disturbed again if a second Express Lane is constructed in the future, impacting the environment, traffic flow and neighboring homes and businesses.
- With two Express Lanes, toll rates would be lower because more vehicles would be able to use them.
- Facilities with two Express Lanes in each direction allow for more efficient and safer incident management.

MoPac South
Environmental Study

TWO EXPRESS LANES + DOWNTOWN DIRECT CONNECTION

- **Number of Express Lanes in Each Direction:** Two
- **Access to Downtown:** One-lane, elevated direct connect ramp in each direction, to and from Cesar Chavez Street
- **New Elevated Structure**: One northbound and one southbound ramp near Cesar Chavez Street. (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)

2035 Travel Time

TRAVEL TIMES (peak period in minutes)
between Cesar Chavez Street and Slaughter Lane

	A.M. (Northbound)	P.M. (Southbound)
Today	23	16
2035 No Build	52	51
2035 General Purpose Lanes	32	29
2035 Express Lanes	9	9

Morning peak period northbound (7-9 a.m.) Evening peak period southbound (4-6:30 p.m.)

Estimated Additional Right-of-Way

- *From* Zilker Park **none**
- *From* Lady Bird Lake **none**
- *From* Lamar Beach Park (along Cesar Chavez Street) **1 acre**

Conversion of park land to transportation use would require approval by the City of Austin.

- *From* commercial property (for Shared Use Path) **0.02 acres**

Total additional right-of-way **1.02 acres**

Construction Cost Estimate: $350 M*

** Does not include final design, right-of-way acquisition, utility adjustments and other project development costs.*

MoPac South
Environmental Study

TWO EXPRESS LANES WITHOUT DOWNTOWN DIRECT CONNECTION

- **Number of Express Lanes in Each Direction:** Two
- **Access to Downtown (Northbound):** Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
- **Access from Downtown (Southbound):** Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- **New Elevated Structure**: None

2035 Travel Time

TRAVEL TIMES (peak period in minutes)
between Cesar Chavez Street and Slaughter Lane

	A.M. (Northbound)	P.M. (Southbound)
Today	23	16
2035 No Build	52	51
2035 General Purpose Lanes	35	36
2035 Express Lanes	13	18

Morning peak period northbound (7-9 a.m.) Evening peak period southbound (4-6:30 p.m.)

Estimated Additional Right-of-Way

• *From* Zilker Park	**none**
• *From* Lady Bird Lake	**none**
• *From* Lamar Beach Park	**none**
• *From* commercial property (for Shared Use Path)	**0.02 acres**
Total additional right-of-way	**0.02 acres**

Construction Cost Estimate: $310 M*

** Does not include final design, right-of-way acquisition, utility adjustments and other project development costs.*

MoPac South
Environmental Study

TWO EXPRESS LANES + ELEVATED RAMPS NEAR BARTON SKYWAY

- **Number of Express Lanes in Each Direction:** Two
- **Access to Downtown (Northbound):** Exit Express Lanes using new elevated ramp near Barton Skyway and Bee Cave Road and enter right-most general purpose lane south of Lady Bird Lake in order to access the existing Cesar Chavez Street/5th Street exit
- **Access from Downtown (Southbound):** Once on southbound MoPac, get in the right-most general purpose lane in order to enter the Express Lanes using new elevated ramp near Barton Skyway and Bee Cave Road
- **New Elevated Structure**: One northbound and one southbound ramp near Barton Skyway and Bee Cave Road (approximately 30 feet above existing pavement)

2035 Travel Time

TRAVEL TIMES (peak period in minutes)
between Cesar Chavez Street and Slaughter Lane

	A.M. (Northbound)	P.M. (Southbound)
Today	23	16
2035 No Build	52	51
2035 General Purpose Lanes	33	31
2035 Express Lanes	9	9

Morning peak period northbound (7-9 a.m.) Evening peak period southbound (4-6:30 p.m.)

Estimated Additional Right-of-Way

• *From* Zilker Park	**none**
• *From* Lady Bird Lake	**none**
• *From* Lamar Beach Park	**none**
• *From* commercial property (for Shared Use Path)	**0.02 acres**
Total additional right-of-way	**0.02 acres**

Construction Cost Estimate: $340 M*

** Does not include final design, right-of-way acquisition, utility adjustments and other project development costs.*

MoPac South
Environmental Study

CITY OF AUSTIN PROPOSAL

Characteristics Unique to Concept:

- Westbound Lake Austin Boulevard turnaround to southbound collector-distributor road
- From Bee Cave Road, eastbound to northbound movement is only for access to downtown.
- Access to northbound MoPac via turnaround at Barton Skyway and northbound entrance ramp
- Northbound collector-distributor road for the Bee Cave Road entrance ramp, Express Lane and general purpose lane exit ramps trying to access Cesar Chavez Street/5th Street
- Southbound collector-distributor road for Cesar Chavez Street /5th Street and Lake Austin Blvd entrance ramps accessing the general purpose lane entrance ramp, Express Lane entrance ramp and Bee Cave Road exit ramp
- Southbound collector-distributor road for Bee Cave Road and Barton Skyway entrance ramps to southbound Express Lane, eastbound Loop 360 and southbound MoPac general purpose lanes
- Entrance and exit ramp between Barton Skyway and Loop 360 are reversed. No access from Loop 360 to northbound Express Lane
- No MoPac general purpose lane or ramp improvements south of US 290

CITY OF AUSTIN PROPOSAL

- **Number of Express Lanes in Each Direction:** Two between Cesar Chavez Street and US 290; One between US 290 and Slaughter Lane
- **Access to Downtown (Northbound):** Exit Express Lanes using new one-lane, elevated exit ramp to northbound collector-distributor road north of Barton Skyway and over Lady Bird Lake in order to access the existing Cesar Chavez Street/5th Street exit
- **Access from Downtown (Southbound):** From Lake Austin Boulevard, enter the new collector-distributor road over Lady Bird Lake and use the new one-lane, elevated entrance ramp north of Barton Skyway to enter the Express Lanes
- **New Elevated Structure**: One northbound and one southbound ramp near Barton Skyway (approximately 30 feet above existing pavement); new northbound and southbound collector-distributor road bridges over Lady Bird Lake

2035 Travel Time

TRAVEL TIMES (peak period in minutes)
between Cesar Chavez Street and Slaughter Lane

	A.M. (Northbound)	P.M. (Southbound)
Today	23	16
2035 No Build	52	51
2035 General Purpose Lanes	41	37
2035 Express Lanes	11	11

Morning peak period northbound (7-9 a.m.) Evening peak period southbound (4-6:30 p.m.)

Estimated Additional Right-of-Way

- *From* Zilker Park **3.94 acres**

Conversion of Zilker Park Historic District land to transportation use would require the approval of the City of Austin and State Historic Preservation Officer.

- *From* Lady Bird Lake **0.33 acres**

Conversion of Lady Bird Lake to transportation use would require approval from the National Park Service.

- *From* Lamar Beach Park **none**
- *From* commercial property (for Shared Use Path) **0.02 acres**

Total additional right-of-way **4.29 acres**

Construction Cost Estimate: $335 M*

* ***Does not include final design, right-of-way acquisition, utility adjustments and other project development costs.***

CONNECTIONS TO DOWNTOWN

A downtown connection to/from the Express Lanes could be included with the project and is being evaluated as part of this study. It is not dependent on the number of Express Lanes that would be constructed in each direction (one or two).

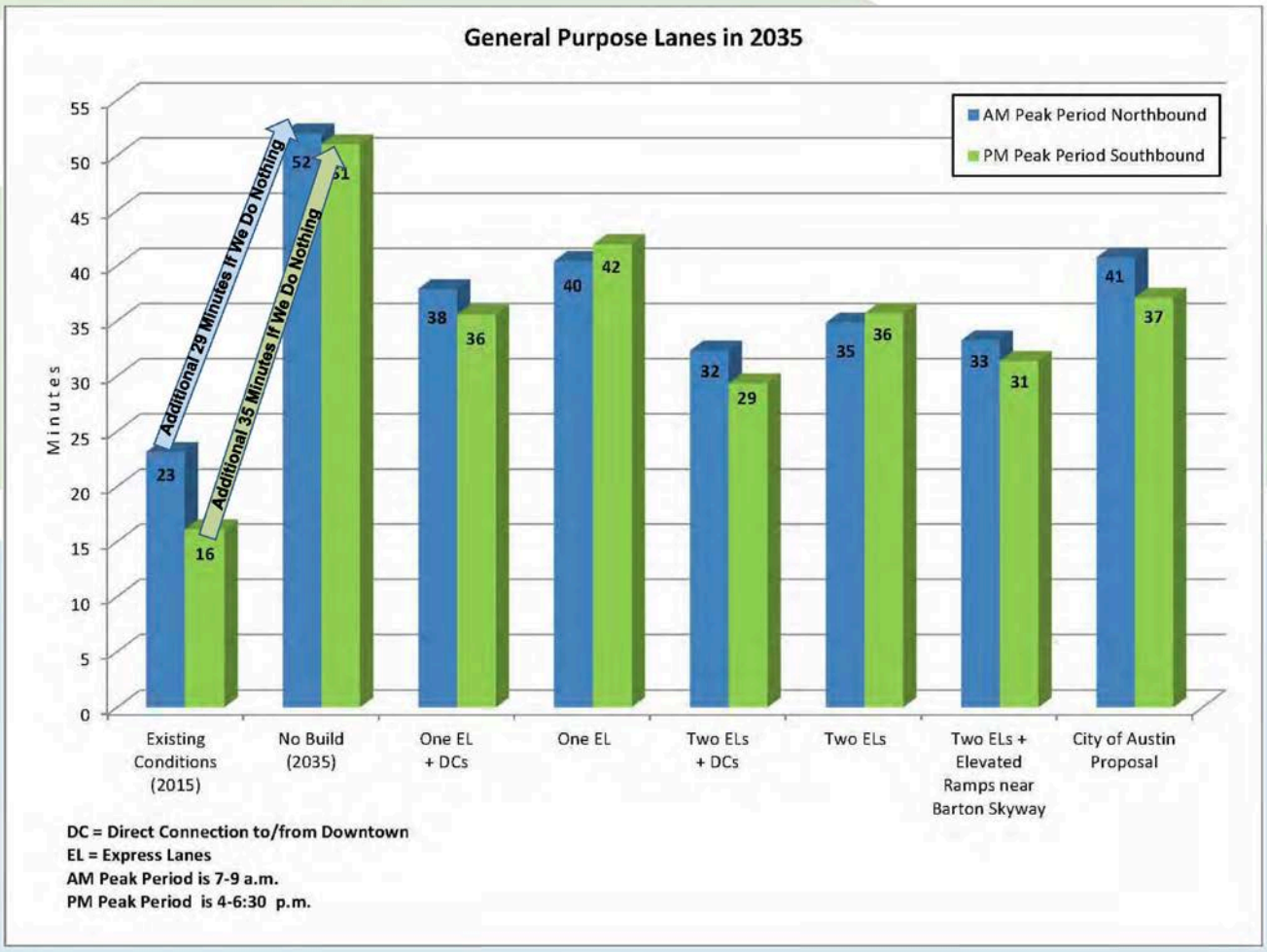
- 40% of MoPac South traffic heads downtown in the morning. 51% of traffic leaving downtown is heading to MoPac South. This traffic utilizes Cesar Chavez Street, 5th/6th Streets, and Enfield Road. (CDM Smith 2014)
- A downtown connection eliminates a weaving condition that would be created by Express Lane traffic (including buses and emergency responders) that would merge into general purpose lane traffic to access downtown ramps. This weaving condition would negatively impact both Express Lane and general purpose lane traffic.
- A downtown connection would provide a more reliable trip for transit riders, emergency responders and drivers because it would eliminate the need to utilize the general purpose lanes for any portion of the trip.

Direct connections into downtown would improve travel times for Express Lane drivers by **up to 4 minutes** in the morning and **10 minutes** in the evening.

Direct connections into downtown reduce weaving on the general purpose lanes, resulting in improved travel times for general purpose lane drivers by **up to 3 minutes** in the morning and **7 minutes** in the evening.

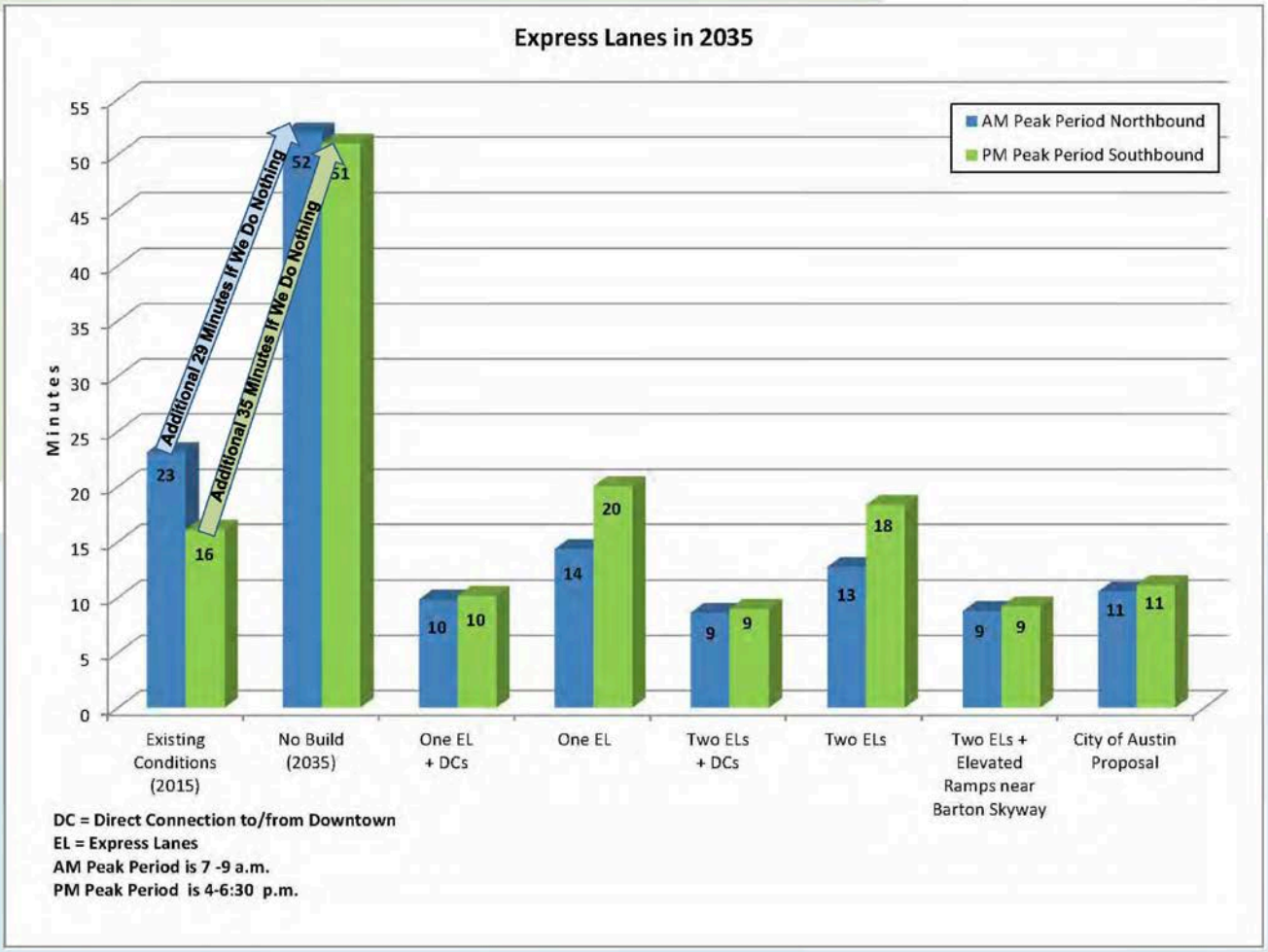
MoPac South
Environmental Study

TRAVEL TIMES (2035)



MoPac South
Environmental Study

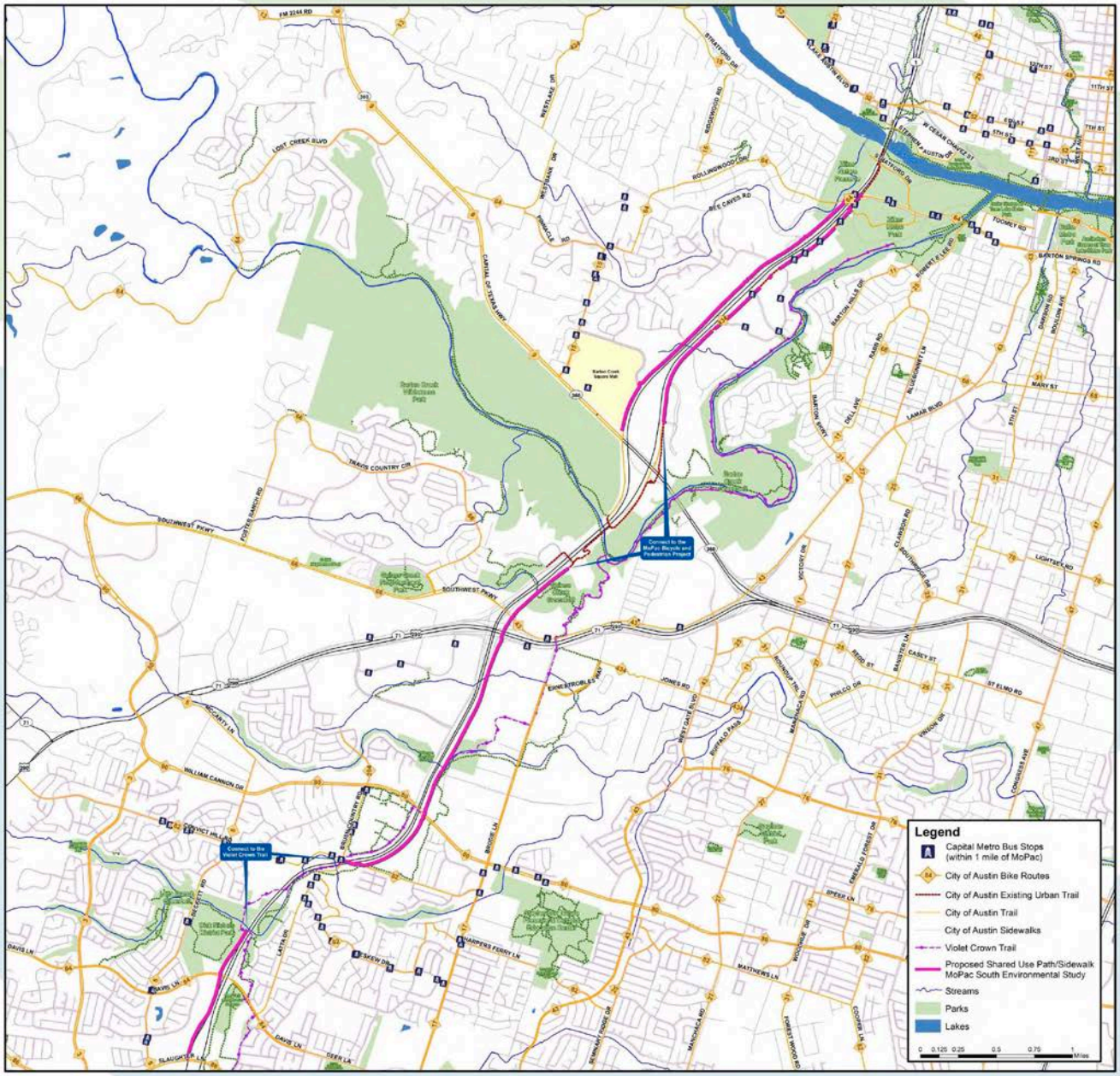
TRAVEL TIMES (2035)



MoPac South
Environmental Study

BIKE AND PEDESTRIAN SYSTEM

Proposed bicycle and pedestrian improvements connect with existing city of Austin facilities and the Violet Crown Trail to provide a continuous bike/pedestrian system from Slaughter Lane to downtown.



ENVIRONMENTAL STUDIES

These social, economic, and environmental issues are being considered:

Air Quality & Traffic Noise

Water Resources

Archeological & Historic Resources

Land Use & Parkland

Vegetation & Wildlife

Threatened & Endangered Species

Indirect & Cumulative Impacts

Social & Community Impacts

Hazardous Materials

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

MoPac South
ENVIRONMENTAL STUDY

THREATENED AND ENDANGERED SPECIES

Field surveys were conducted in the project area. **No listed threatened or endangered species were encountered.**

Birds

Golden-cheeked Warbler *(Dendroica chrysoparia)*

Karst species

Harvestman *(Texella* sp.)

Fresh water mussels

Texas Fatmucket *(Lampsilis bracteata)*

Salamanders

Barton Springs Salamander *(Eurycea sosorum)*

MoPac South
Environmental Study

CULTURAL RESOURCES

Section 106 of the National Historic Preservation Act and 36 CFR 800 requires Federal agencies to:

- Take into account the effects of their undertakings on historic properties (36 CFR 800.1)
- Complete the 106 process prior to the approval of the expenditure of funds or issuance of a license
- Seek and consider the views, comments and input of the public on effects on historic properties
- Involve consulting parties in findings, determinations and resolutions of any adverse effects made during the 106 process

Section 106 Consulting Parties identified for the MoPac South Environmental Study include:

- Texas Historical Commission
- City of Austin
- Preservation Austin

Several other organizations have expressed an interest in the Section 106 process. **If you or your organization would like to receive updates on this topic, please sign up for the project mailing list at www.MoPacSouth.com.**

MoPac South
ENVIRONMENTAL STUDY

CULTURAL RESOURCES

Tasks completed:

- Prepared the archeological background study
- Consulted with federally-recognized tribes
- Established areas of potential effect

Next Steps:

- Complete reconnaissance survey for non-archeological historic properties
- Eligibility consultation with Texas Historical Commission, city of Austin and Preservation Austin
- Identify a Build Alternative
- Effects consultation with Texas Historical Commission, city of Austin and Preservation Austin

MoPac South
ENVIRONMENTAL STUDY

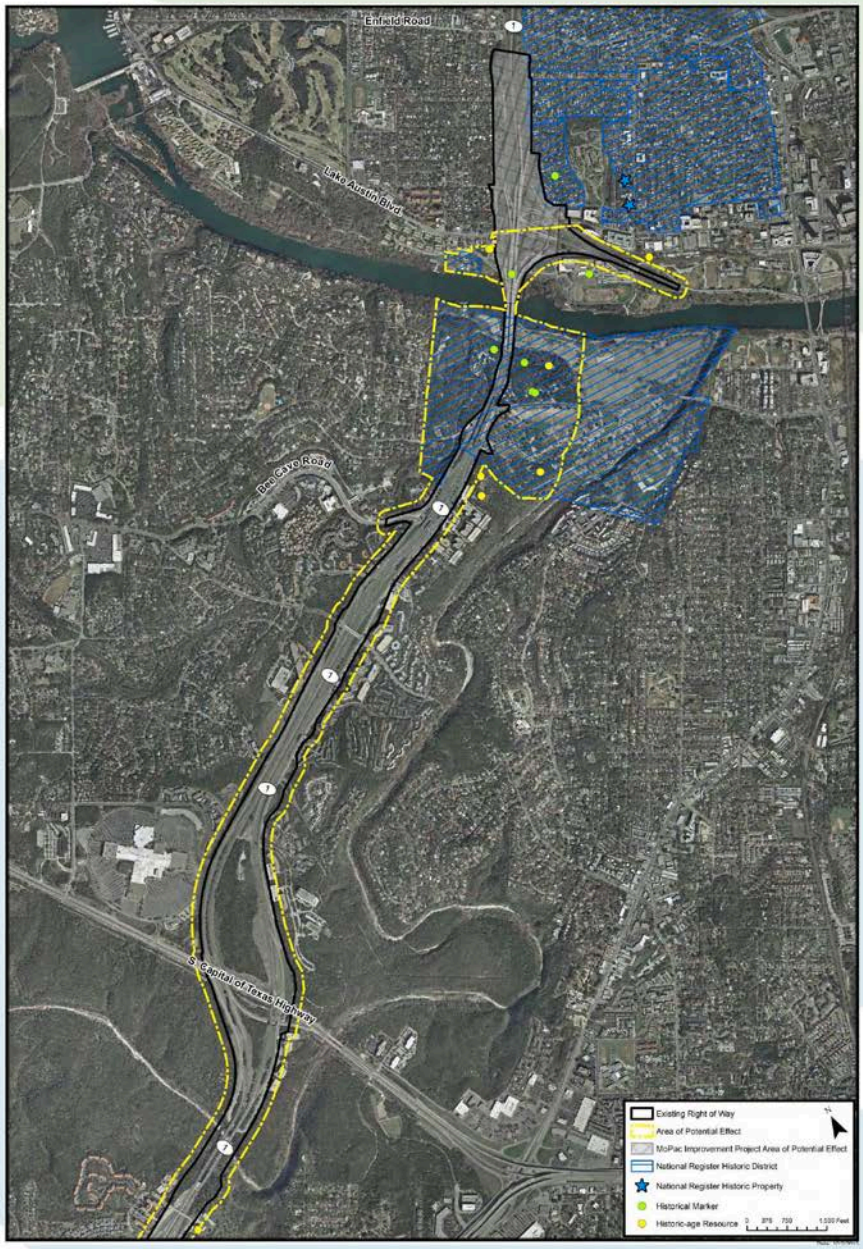
HISTORIC RESOURCES

This map is a zoomed in view of the historic resources within the Area of Potential Effect from Cesar Chavez Street to just north of Bee Cave Road.

MoPac South
Environmental Study

HISTORIC RESOURCES

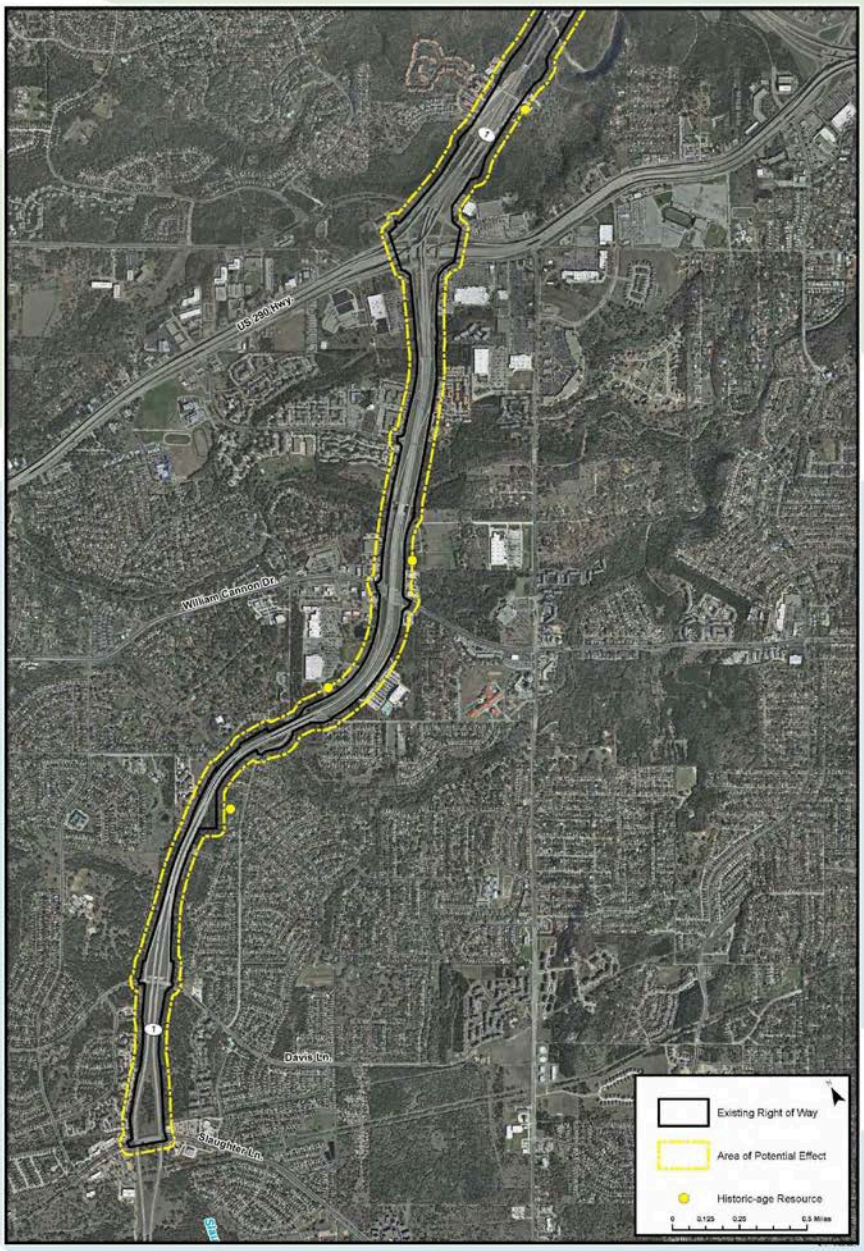
This map shows the historic resources within the Area of Potential Effect from Cesar Chavez Street to just south of Loop 360.



MoPac South
Environmental Study

HISTORIC RESOURCES

This map shows the historic resources within the Area of Potential Effect from Loop 360 to Slaughter Lane.



MoPac South
Environmental Study

WATER QUALITY

The Mobility Authority plans to meet water quality standards on this project to protect the Barton Springs segment of the Edwards Aquifer Recharge Zone, as required by the Texas Commission on Environmental Quality.

Water quality treatment measures on MoPac could be enhanced by this project by implementing the latest, most modern technologies available:

- Permeable Friction Course (PFC) Pavement
- Water Quality Ponds
- Vegetative Controls
- Hazardous Materials Traps

MoPac South
Environmental Study

BARTON CREEK

- All Operational Configurations feature travel lanes on new bridges over Barton Creek within the existing MoPac South right-of-way.
- New bridges would span the creek and columns would be placed outside the water channel.

Photo by MoPac South Study Team

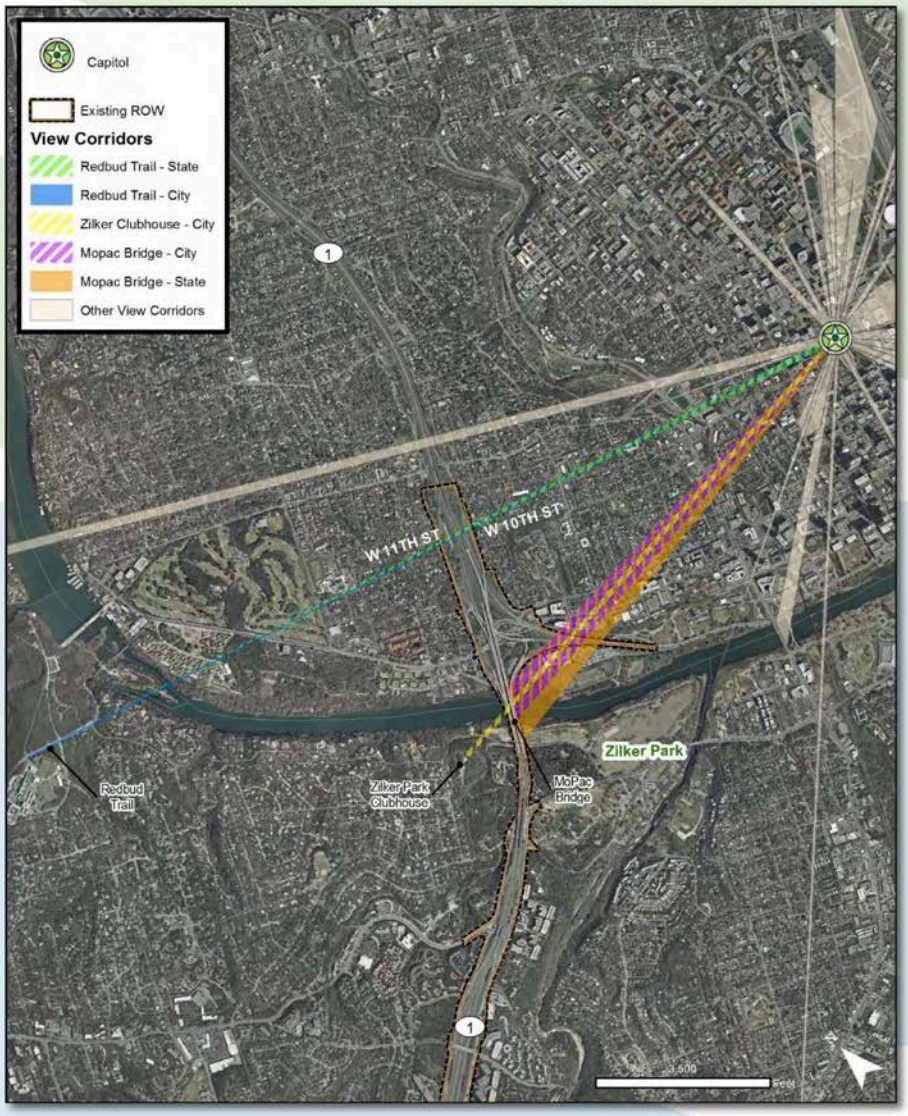
- To protect water quality, a Stormwater Pollution Prevention Plan and a Water Pollution Abatement Plan will be developed for approval by the Texas Commission on Environmental Quality.
- The Study Team has been working with the MoPac Bicycle and Pedestrian Bridge Project Team to implement lessons learned from that project.
- If the project is approved for construction, a geotechnical investigation would be conducted to determine subsurface soil and rock conditions, determine if there are any karst features in the footprint of the proposed bridge foundations, and provide foundation recommendations for the bridge supports. Guidelines for karst feature protection would be developed, similar to the geotechnical investigation conducted for the MoPac Bicycle Bridge Project.

Photo courtesy City of Austin

MoPac South
ENVIRONMENTAL STUDY

CAPITOL VIEW CORRIDORS

None of the operational configurations under consideration would impact your view of the Capitol.



The Capitol View Corridor is a plane that extends from a defined viewpoint or points to the base of the Capitol dome.

In 1983, protections were placed on the remaining views of the Texas State Capitol building, called Capitol View Corridors.
(TEX GV. CODE ANN. § 3151.002: Texas Statutes – Section 3151.002)

MoPac South
Environmental Study

TRAFFIC NOISE

Given the 98% projected population growth in Travis and Hays counties by 2040 (CAMPO 2015), traffic noise along MoPac is going to continue to increase over time, regardless of whether or not we build improvements. A detailed noise analysis will be conducted once a recommended Express Lane configuration has been determined. The community will be engaged in next steps after the analysis is complete.

MoPac South
Environmental Study

NEXT STEPS

- Compile and consider input from tonight's meeting
- Continue to listen to and engage the community
- Identify the best operational configuration for the Express Lanes Alternative based on the project's Purpose and Need, goals and objectives, and public comments

How to stay involved:

- Visit **www.MoPacSouth.com**
- Sign-up for the e-newsletter
- Follow us on Twitter **@MoPacSouth**
- Call us: **512-996-9778**
- Participate in meetings
- Invite us to meet with your group

MoPac South
Environmental Study

VIEW FROM ZILKER PARK

ONE EXPRESS LANE IN EACH DIRECTION + A DOWNTOWN DIRECT CONNECTION

Looking North

The artist renderings shown are conceptual in nature and are for discussion purposes only. Final alignments and construction elements may vary.

MoPac South
ENVIRONMENTAL STUDY

VIEW FROM ZILKER PARK

TWO EXPRESS LANES IN EACH DIRECTION + A DOWNTOWN DIRECT CONNECTION

Looking North

MoPac South
ENVIRONMENTAL STUDY

VIEW FROM ZILKER CLUBHOUSE

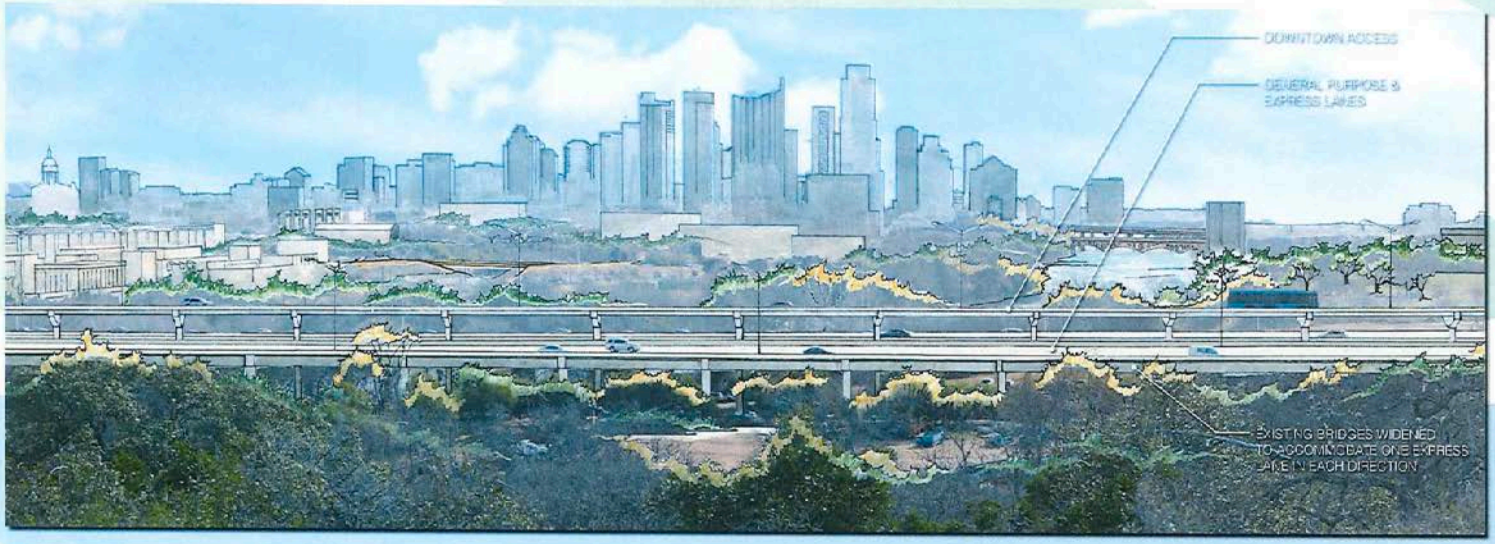
ONE EXPRESS LANE IN EACH DIRECTION + A DOWNTOWN DIRECT CONNECTION

Looking East

MoPac South
Environmental Study

VIEW FROM ZILKER CLUBHOUSE

TWO EXPRESS LANES IN EACH DIRECTION + A DOWNTOWN DIRECT CONNECTION



Looking East

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MoPac South
Environmental Study

OVER LADY BIRD LAKE

CITY OF AUSTIN PROPOSAL

VIEW FROM ZILKER CLUBHOUSE

CITY OF AUSTIN PROPOSAL

Looking East

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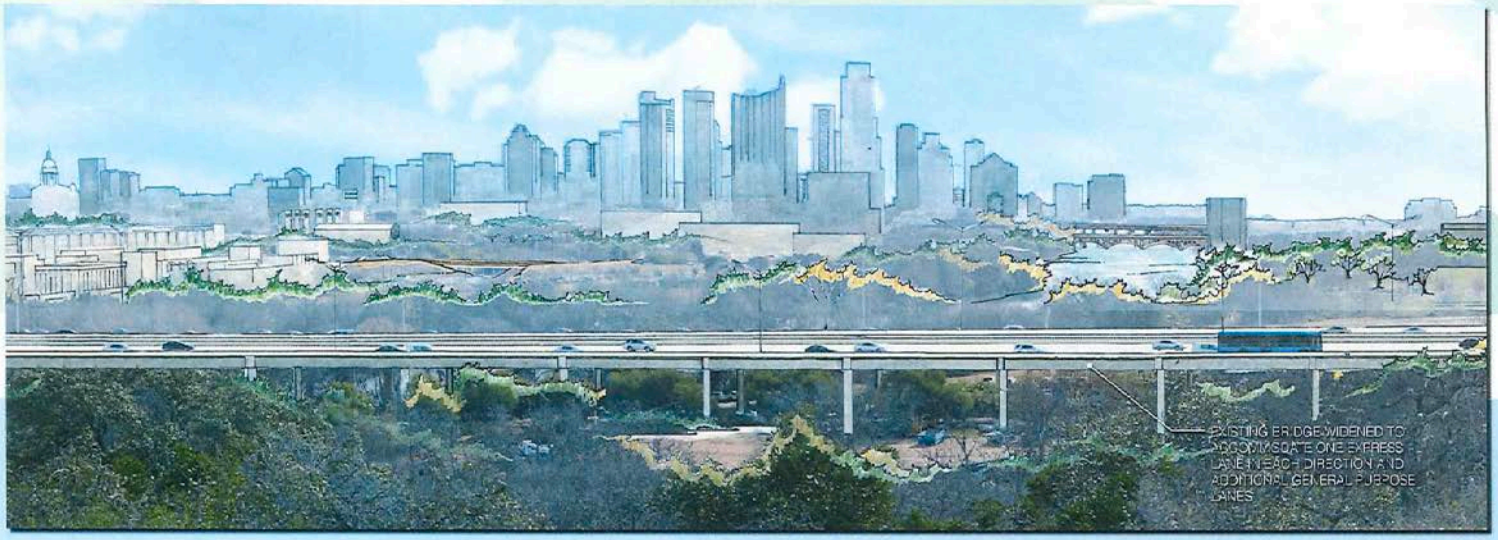
VIEW FROM ZILKER CLUBHOUSE

TWO EXPRESS LANES + ELEVATED RAMPS NEAR BARTON SKYWAY



Looking East

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MoPac South
Environmental Study

VIEW FROM ZILKER CLUBHOUSE

ONE EXPRESS LANE IN EACH DIRECTION + WITHOUT DOWNTOWN DIRECT CONNECTION

Looking East

MoPac South
ENVIRONMENTAL STUDY

VIEW FROM ZILKER CLUBHOUSE

TWO EXPRESS LANES IN EACH DIRECTION WITHOUT A DOWNTOWN DIRECT CONNECTION

Looking East

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MoPac South
Environmental Study

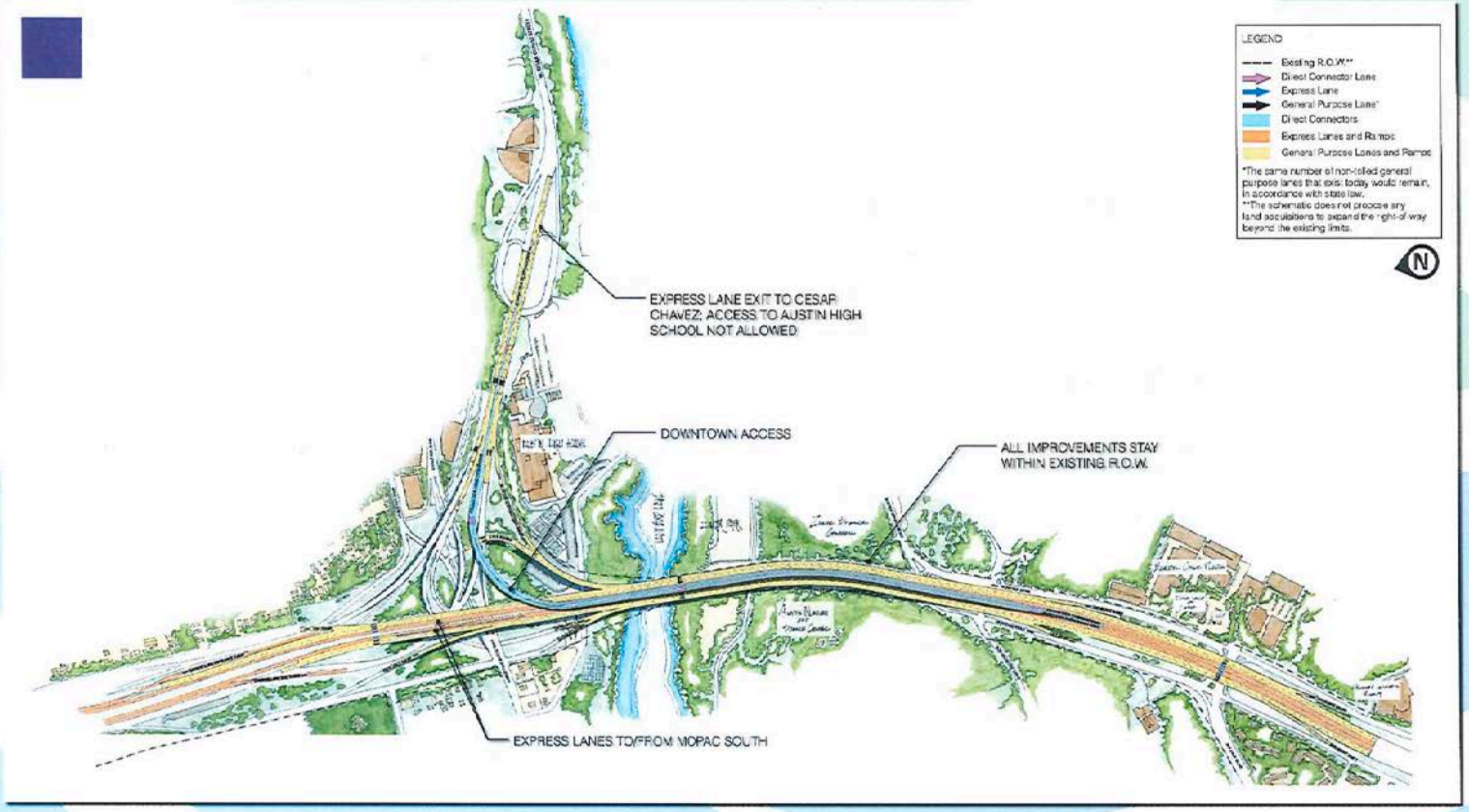
OVER LADY BIRD LAKE

ONE EXPRESS LANE IN EACH DIRECTION WITHOUT A DOWNTOWN DIRECT CONNECTION

MoPac South
Environmental Study

OVER LADY BIRD LAKE

TWO EXPRESS LANES IN EACH DIRECTION + A DOWNTOWN DIRECT CONNECTION



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MoPac South
Environmental Study

OVER LADY BIRD LAKE

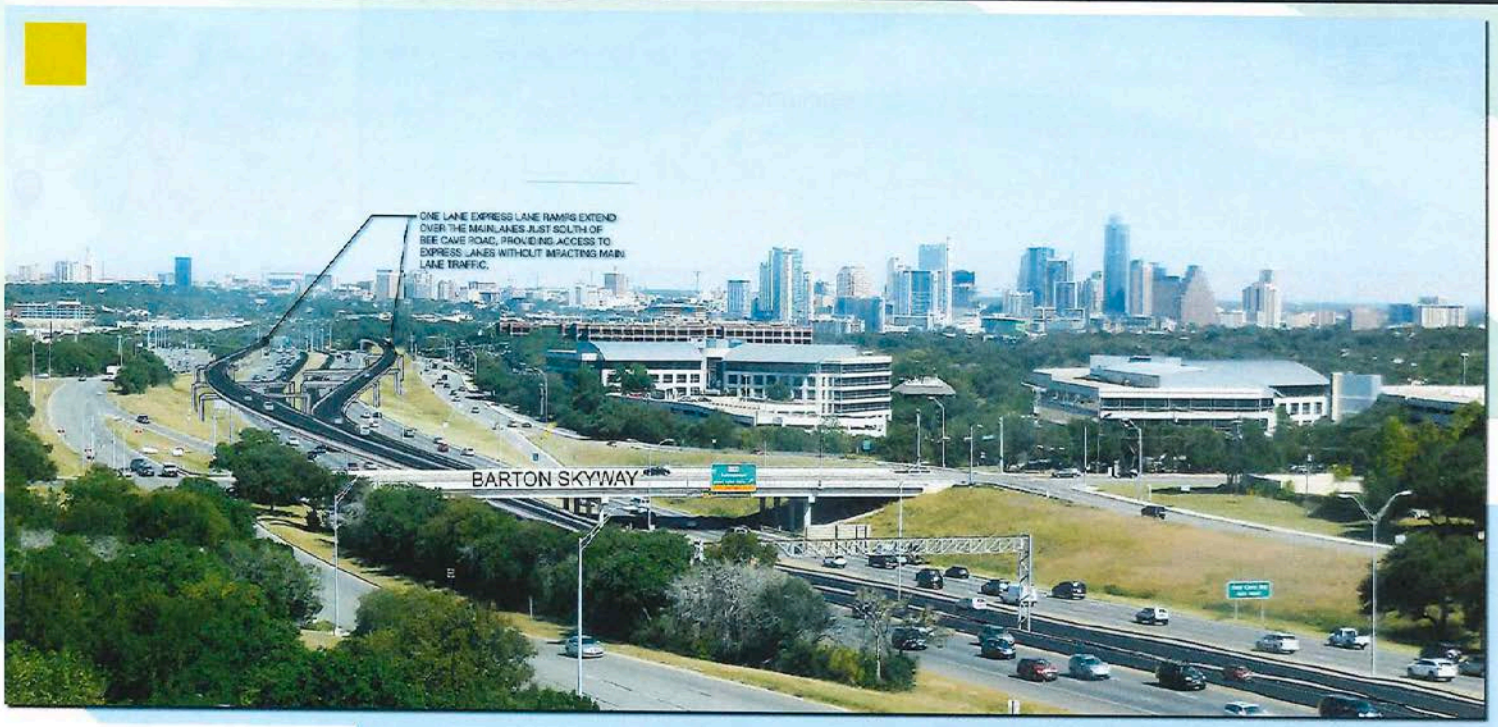
TWO EXPRESS LANES + ELEVATED RAMPS NEAR BARTON SKYWAY

MoPAC SOUTH
ENVIRONMENTAL STUDY

UNDER THE BRIDGE OVER LADY BIRD LAKE
CITY OF AUSTIN PROPOSAL
NEW TWO LANE BRIDGE SEGMENT TO EXISTING BRIDGE
NEW TWO LANE BRIDGE SEGMENT TO EXISTING BRIDGE
EXISTING BRIDGES WIDENED TO THE INSIDE FOR EXPRESS LANES
Looking Southwest
CITY OF AUSTIN FOUNDED 1839

NORTHBOUND VIEW AT BEE CAVE ROAD

TWO EXPRESS LANES IN EACH DIRECTION + ELEVATED RAMPS NEAR BARTON SKYWAY



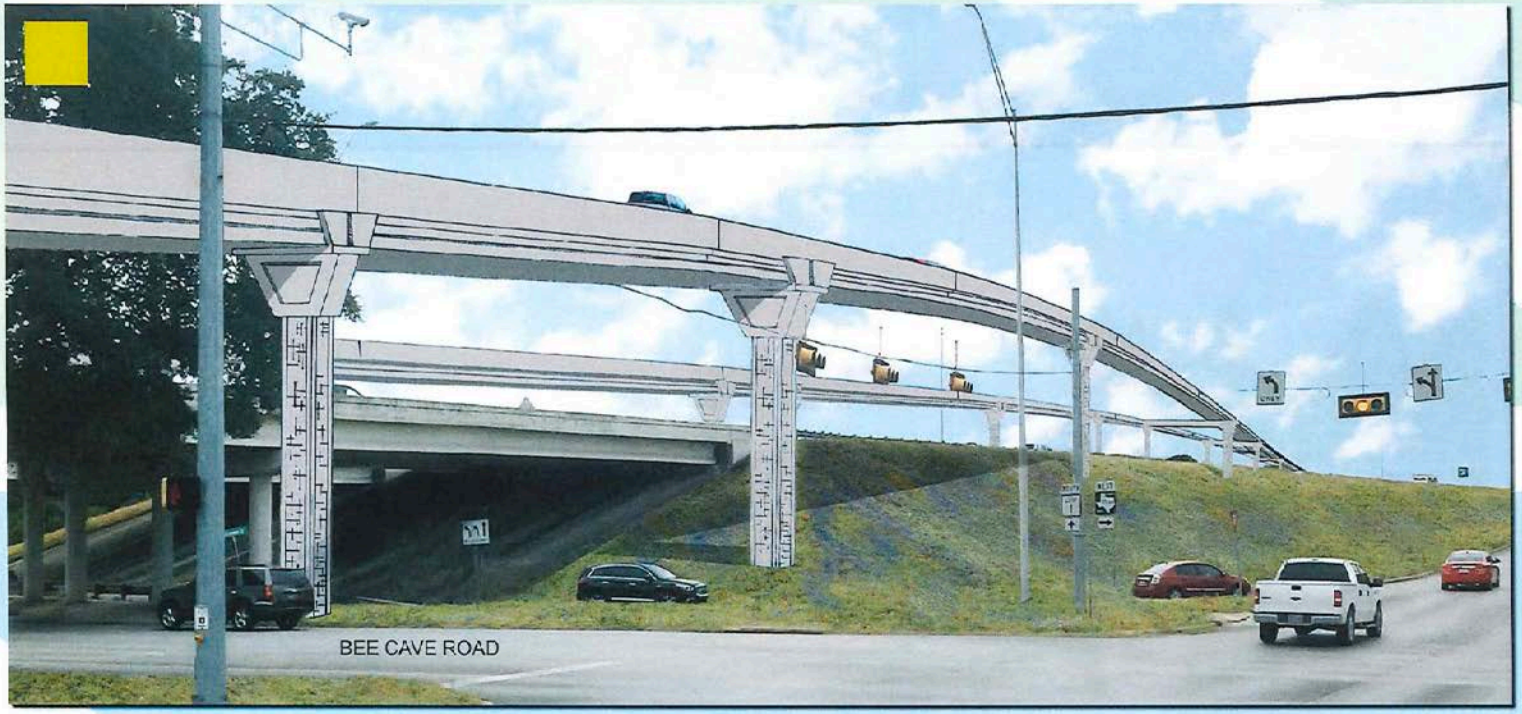
Looking North

*The artist renderings shown are conceptual in nature and are for discussion purposes only. Final alignments and construction elements may vary.

MoPac South
Environmental Study

SOUTHBOUND VIEW AT BEE CAVE ROAD

TWO EXPRESS LANES IN EACH DIRECTION + ELEVATED RAMPS NEAR BARTON SKYWAY



Looking South

MoPac South
ENVIRONMENTAL STUDY

NEAR BEE CAVE ROAD

TWO EXPRESS LANES + ELEVATED RAMPS NEAR BARTON SKYWAY

MoPac South Environmental Study

The alignments shown are conceptual in nature and are for discussion purposes only. Final alignments and construction elements may vary.

AT US290
CITY OF AUSTIN PROPOSAL
ONE LANE EXPRESS LANE DIRECT CONNECTORS TO/FROM US290
LEGEND
Existing R.O.W.*
Direct Connector Lane
Express Lane
General Purpose Lane*
Auxiliary Lane
Direct Connectors
Express Lanes and Ramps
General Purpose Lanes and Ramps
*The same number of non-tolled general purpose lanes that exist today would remain in accordance with state law.
**This schematic does not propose any land acquisitions to expand the right-of-way beyond the existing limits.
CITY OF AUSTIN
FOUNDED 1839
CITY OF AUSTIN
FOUNDED 1839

AT US290

TWO EXPRESS LANES +DOWNTOWN DIRECT CONNECTION

TWO EXPRESS LANES WITHOUT DOWNTOWN DIRECT CONNECTION

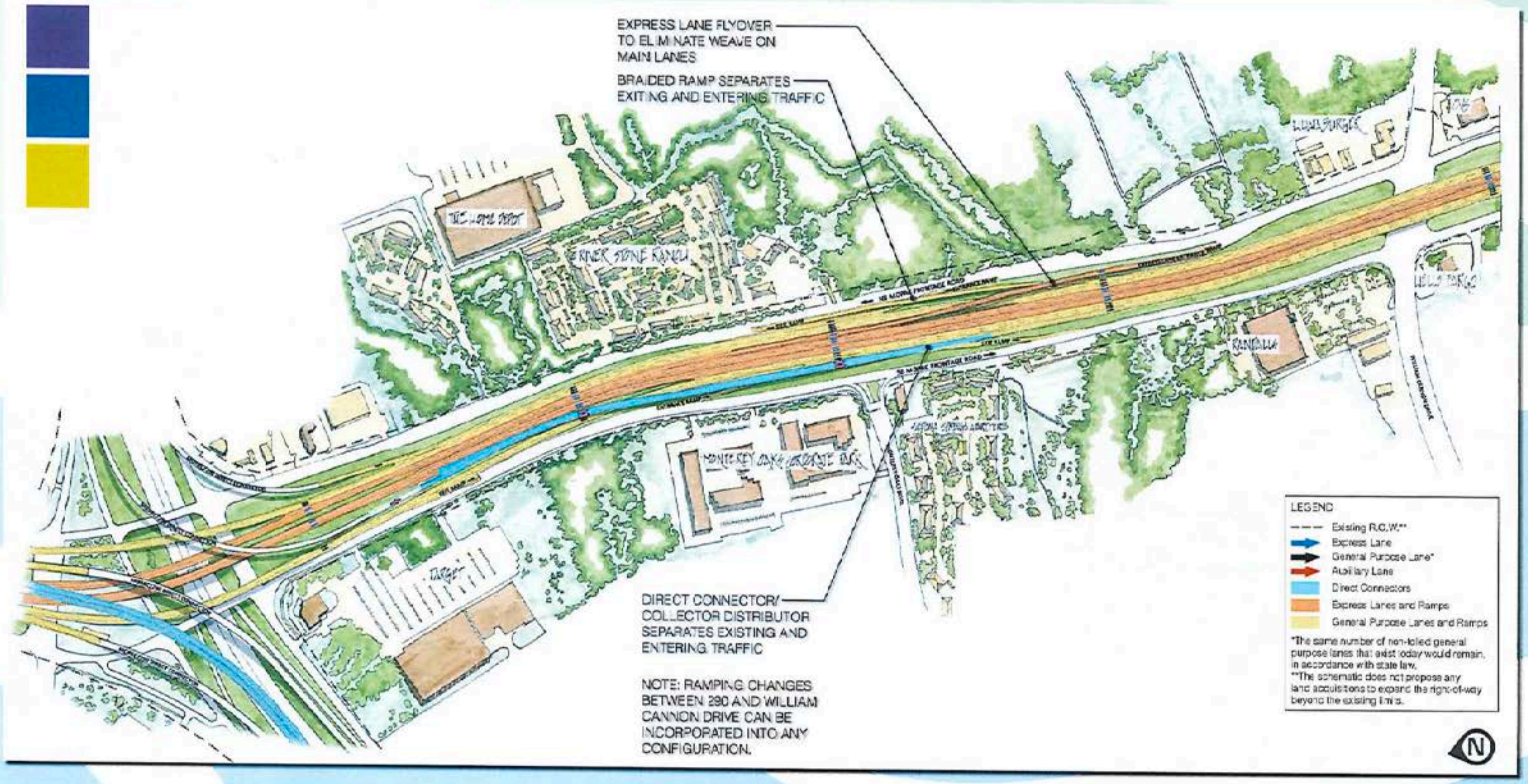
TWO EXPRESS LANES + ELEVATED RAMPS NEAR BARTON SKYWAY

MoPac South Environmental Study

The exhibit and drawings shown are conceptual in nature and are for discussion purposes only. Final alignments and construction elements may vary.

AT US290

TWO EXPRESS LANES +DOWNTOWN DIRECT CONNECTION
TWO EXPRESS LANES WITHOUT DOWNTOWN DIRECT CONNECTION
TWO EXPRESS LANES + ELEVATED RAMPS NEAR BARTON SKYWAY



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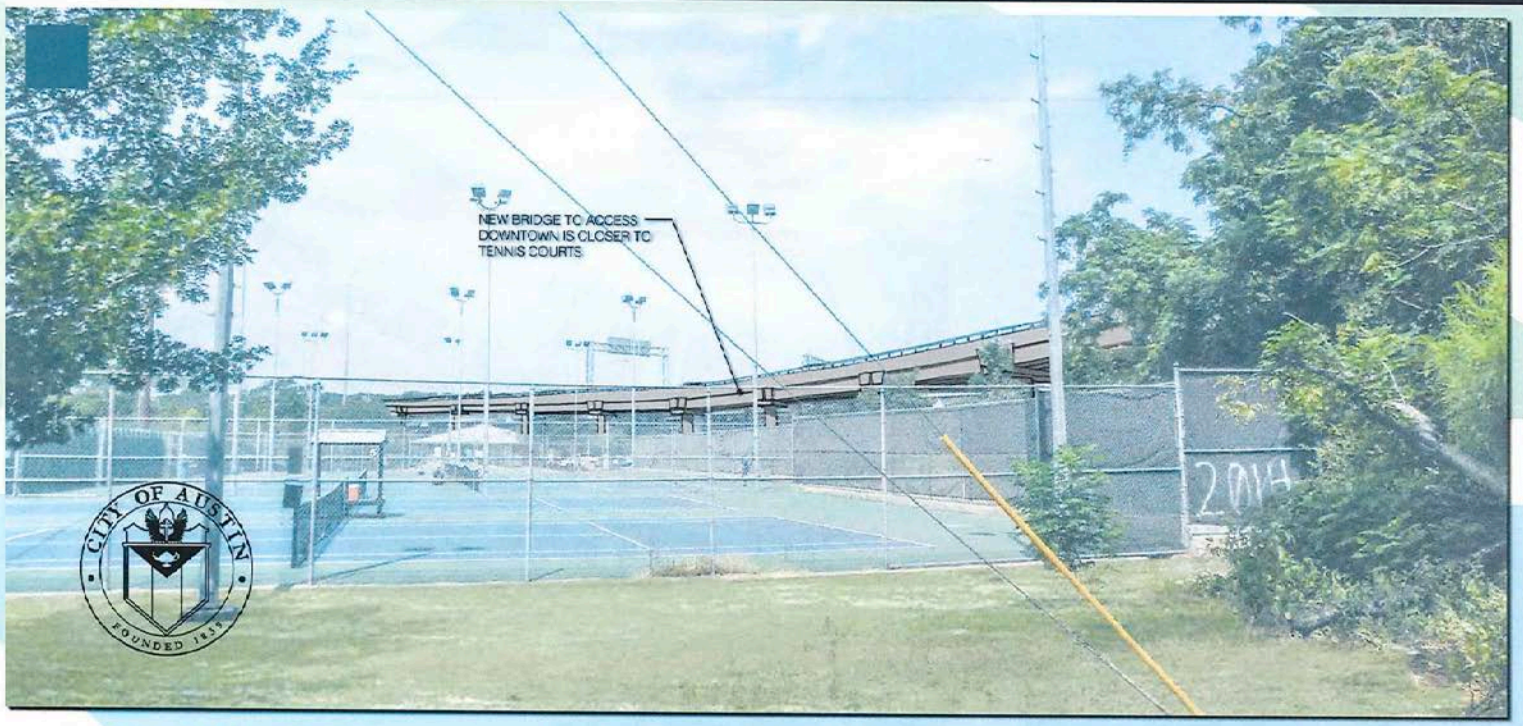
MoPac South
Environmental Study

VIEW FROM AUSTIN HIGH SCHOOL TENNIS COURTS

CITY OF AUSTIN PROPOSAL



Looking Northwest

CITY OF AUSTIN
FOUNDED 1839

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VIEW FROM AUSTIN HIGH SCHOOL TENNIS COURTS

ONE EXPRESS LANE IN EACH DIRECTION + A DOWNTOWN DIRECT CONNECTION

Looking Northwest

This artist renderings shown are conceptual in nature and are for discussion purposes only. Final alignments and construction elements may vary.

MoPac South
Environmental Study

VIEW FROM AUSTIN HIGH SCHOOL

TWO EXPRESS LANES IN EACH DIRECTION + A DOWNTOWN DIRECT CONNECTION

Looking Northwest

MoPac South
Environmental Study

MOPAC SOUTH
TRAIL ENHANCEMENT OPPORTUNITIES ALONG THE PROJECT CORRIDOR
What items are most important to you?
MoPac South
Environmental Study

- Use the permeable friction coarse (PFC) for the connector path between the VCTrail and the pedestrian walk/path for better traction and drainage

- Add airport graphic sign on sign at interchange of 71E/Congress/S. First St.

- Also, add “airport left lane” w/ graphic at Todd Ln. exit to allow time for drivers to move into the correct lane sooner

- Need lane designation sign on road behind barton square creek mall to intersection of 360 and So. MoPac. Drivers need to know before coming around that blind corner which lane they need

- These cars turing left have nowhere to go! (drawing of intersection at corner of Goodwill/Jims and HEB, arrows included)

- Make road designation signs more consistent. Not just “loop 1” or MoPac but “Loop1/MoPac Exp.”

- Oak Hill Y intersection add more time for traffic to clear – enough for cars at cross street after RT 71E turns

red

- Don’t completely run the Deep Eddy Pool and Hike and Bike experience with noise, smog and light
- I second this ^^
- 1) Bicycle and pedestrian facilities
- 2) Water quality enhancements
- Provide safe bike lanes separate from automobile lanes
- I want to be able to safely bike to work (Davis Ln. to Bee Cave Rd.)
- Consider elevated bike bridge over SW Pkwy. And MoPac on the west side
- Need a continuous path that is paved the entire length. Smooth joints – not bumpy sidewalk.
- Bicycle and pedestrian safety
- Seamless bicycle connectivity
- Fill gaps (4) in proposed shared use path/sidewalk in MoPac South study area
- Build the YBC Trail (fund it)
- Inhibit improvements being used by downtown developers as reasons for more up zoning and density in urban core

OPEN HOUSE #3 SURVEY
RESULTS SUMMARY

TOP PRIORITIES

Water Quality Enhancements:
Selected by 77% of
148 respondents

Bicycle and Pedestrian Facilities:
Selected by 76% of
130 respondents

Roadway Signage:
Selected by 69% of
120 respondents

Landscaping:
Selected by 60% of
130 respondents

LOWEST PRIORITIES

Wall Textures:
Selected by 34% of
47 respondents

Public Art:
Selected by 33% of
57 respondents

TOP PREFERENCES

Water Quality Enhancements
"When possible, more options like this would be aesthetically pleasing versus concrete detention."

Water Quality Enhancements:
Bio-Filtration Pond
131 Respondents

Landscaping:
Wildflower Plantings
121 Respondents

Landscaping:
Tree Grouping
125 Respondents

Bicycle and Pedestrian Facilities:
Path Along Roadway
117 Respondents

Landscaping
"Please take the ecological function into consideration as these plans move forward. Not doing so would be a major failure!"

Bicycle and Pedestrian Facilities
"There should be protected bicycle roadways along MoPac."

Bridge Enhancements
"Bridge enhancements are very pleasing, just keep natural colors."

LOWEST PREFERENCES

Defining Characteristics
"Decreased impact of noise and lighting; sidewalks along service roads; landscaping with Texas trees; materials to reduce sound and runoff toxicity into streams."

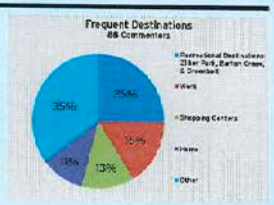
Water Quality Enhancements:
Concrete Box Detention
134 Respondents

Roadway Signage:
Standard Overhead Structure
106 Respondents

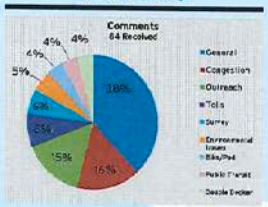
Bridge Enhancements:
Existing Standard Construction
96 Respondents

Wall Textures
"You really notice the need and quality after installation."

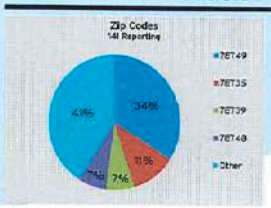
MAP INPUT OPPORTUNITIES

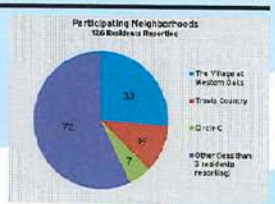


COMMENTS



GEOGRAPHICAL DATA





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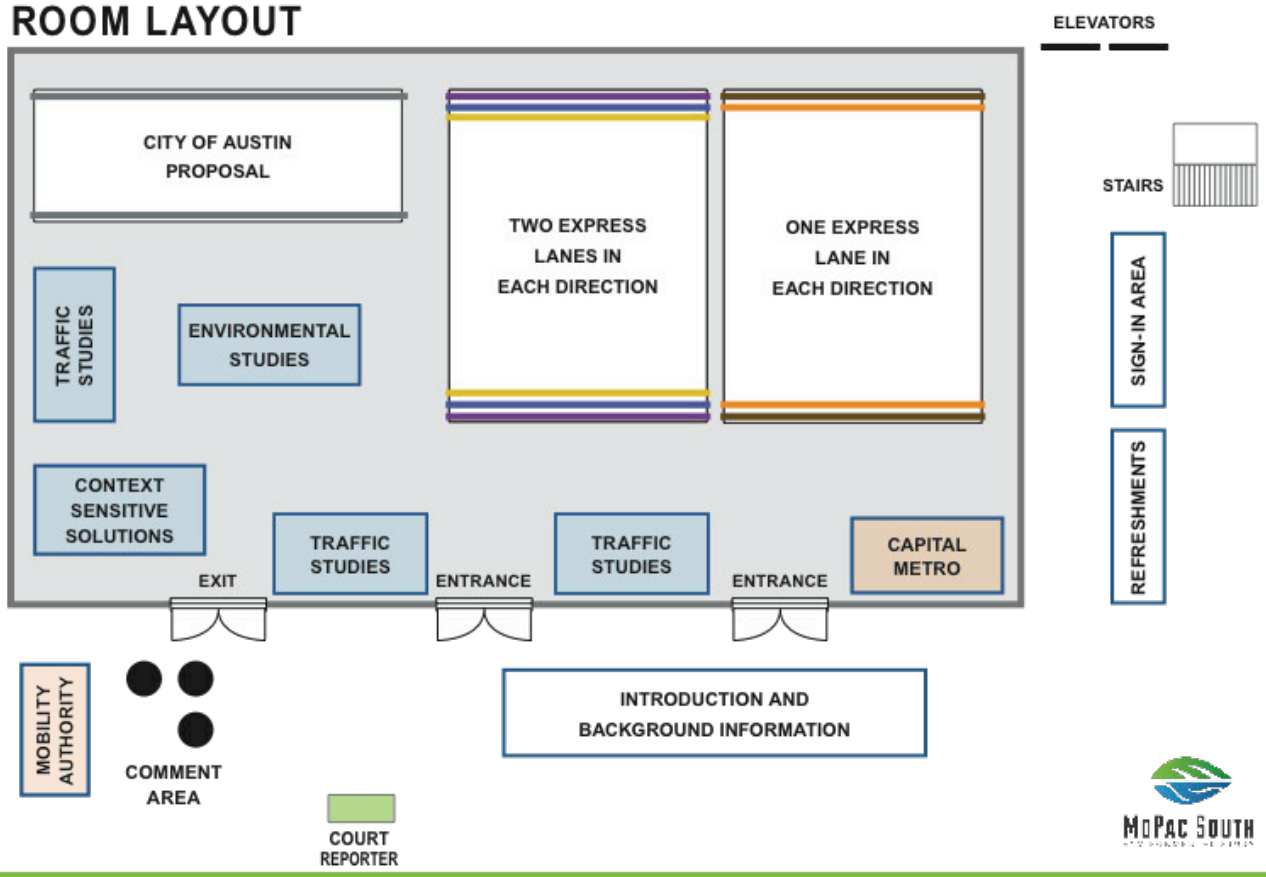
MoPac South
Environmental Study

Attachment D
Handout Materials

MOPAC OPEN HOUSE

NOVEMBER 10, 2015

ROOM LAYOUT



MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015
COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): _____

ADDRESS: _____

COMMENTS: _____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

❒ I am employed by TxDOT

❒ I do business with TxDOT

❒ I could benefit monetarily from the project or other item about which I am commenting

MoPac South
ENVIRONMENTAL STUDY

Open House – November 10, 2015

COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac South Environmental Study. Please share your thoughts with the study team.

Several operational configurations for the Express Lanes Alternative have been evaluated by the study team. Please review the Open House exhibits to learn more about each configuration, then answer the following questions.

CONFIGURATION: One Express Lane + Downtown Direct Connection

- Number of Express Lanes in Each Direction: One
- Access to Downtown: One-lane, elevated direct connect ramp in each direction, to and from Cesar Chavez Street
- New Elevated Structure: One northbound and one southbound ramp near Cesar Chavez Street (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: One Express Lane Without Downtown Direct Connection

- Number of Express Lanes in Each Direction: One
- Access to Downtown (Northbound): Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
- Access from Downtown (Southbound): Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- New Elevated Structure: None

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes + Downtown Direct Connection

- Number of Express Lanes in Each Direction: Two
- Access to Downtown: One-lane, elevated direct connect ramp in each direction, to and from Cesar Chavez Street
- New Elevated Structure: One northbound and one southbound ramp near Cesar Chavez Street. (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes Without Downtown Direct Connection

- Number of Express Lanes in Each Direction: Two
- Access to Downtown (Northbound): Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
- Access from Downtown (Southbound): Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- New Elevated Structure: None

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes + Elevated Ramps Near Barton Skyway

- Number of Express Lanes in Each Direction: Two
- Access to Downtown (Northbound): Exit Express Lanes using new elevated ramp near Barton Skyway and enter right-most general purpose lane south of Lady Bird Lake in order to access the existing Cesar Chavez St./5th St. exit
- Access from Downtown (Southbound): Once on southbound MoPac, get in the right-most general purpose lane in order to enter the Express Lanes using new elevated ramp near Barton Skyway
- New Elevated Structure: One northbound and one southbound ramp near Barton Skyway (approximately 30 feet above existing pavement)

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: City of Austin Proposal

- Number of Express Lanes in Each Direction: Two between Cesar Chavez Street and US 290; One between US 290 and Slaughter Lane
- Access to Downtown (Northbound): Exit Express Lanes using new one-lane, elevated exit ramp to northbound collector distributor road north of Barton Skyway and over Lady Bird Lake in order to access the existing Cesar Chavez St./5th St. exist
- Access from Downtown (Southbound): From Lake Austin Blvd., enter the new collector-distributor road over Lady Bird Lake and use the new one-lane, elevated entrance ramp north of Barton Skyway to enter the Express Lanes
- New Elevated Structure: One northbound and one southbound ramp near Barton Skyway (approximately 30 feet above existing pavement); new northbound and southbound collector-distributor road bridges over Lady Bird Lake

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

Which viewpoint is closest to your own? (select one):

____I am tired of sitting in traffic. We need to address the traffic issues on MoPac South by adding the maximum additional capacity possible within the existing right-of-way. Our community is going to keep growing.

____We don't need to address the traffic issues on MoPac South because improvements will encourage more development. We should encourage people to change their driving behaviors.

Which statement most closely reflects your opinion about providing a connection from the Express Lanes to and from downtown? (select one):

____Connecting the Express Lanes to downtown Austin is important. I don't have any concerns about elevating sections of the Express Lanes.

____Connecting the Express Lanes to downtown Austin is important. Elevating a short section is OK, as long as it is not elevated over Lady Bird Lake.

____Connecting the Express Lanes to downtown Austin is important. Elevating a short section is OK, as long as it is not elevated near Bee Cave Road/Barton Skyway.

____Connecting the Express Lanes to downtown Austin is unimportant. No part of MoPac should be elevated anywhere as part of this project.

In order to arrive at a recommended configuration for the Express Lanes Alternative, each configuration will be evaluated using the following criteria:

- *Reduce congestion delay and provide travel time savings for all roadway users*
  - *Reduce congestion delay and optimize capacity utilization*
  - *Maximize travel time savings*
  - *Serve all roadway users*
- *Be constructible without unnecessary impacts to the natural and human environment.*
- *Facilitate congestion management*
  - *Increase opportunities for transit and ridesharing*

Please indicate how much you agree with the following statement. (select one):

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
These criteria listed above are appropriate.	○	○	○	○	○

With help from community stakeholders, local governments and transportation partners, the study team has incorporated several improvements into the Express Lane Alternative. Please indicate how important each of the following improvements are to you. (select one):

	Very Important	Important	Moderately Important	Of Little Importance	Unimportant
Address existing congestion problems in the vicinity of William Cannon Dr. and MoPac by improving entrance and exit ramps.	○	○	○	○	○
Add Texas Turnarounds at Barton Skyway to better facilitate access to MoPac, especially during events at Zilker Park.	○	○	○	○	○
Add an additional southbound general purpose lane south of William Cannon Dr.	○	○	○	○	○
Add new bypass lanes at Loop 360 in order to relieve back-ups at this exit.	○	○	○	○	○
Add direct connections from the Express Lanes to and from US 290.	○	○	○	○	○
The point where the Express Lane traffic would merge onto Cesar Chavez St. from the direct connection should shift farther east past Austin High School.	○	○	○	○	○
Reconfigure the southbound RM 2244 exit ramp to allow for more time to access RM 2244 from MoPac.	○	○	○	○	○
Add more bike/pedestrian facilities north of RM 2244 to better facilitate access, especially during events at Zilker Park.	○	○	○	○	○
New bridges over Barton Creek should span the creek and bridge columns should be placed outside of the water channel.	○	○	○	○	○
Implement improvements at Lake Austin Blvd. and 5th St. to reduce congestion at this intersection.	○	○	○	○	○

Please indicate how important the following facts are to you. (select one answer per question/statement):

	Very Important	Important	Moderately Important	Of Little Importance	Unimportant
The MoPac South Environmental Study team is developing Best Management Practices to protect water quality in the Edwards Aquifer.	○	○	○	○	○
The MoPac South Environmental Study team is conducting biological surveys related to vegetation and threatened and endangered species.	○	○	○	○	○
The MoPac South Environmental Study team is conducting research on historic resources along the corridor, such as Zilker Park.	○	○	○	○	○
The MoPac South Environmental Study team is performing traffic noise and air quality analyses.	○	○	○	○	○

Where do you live? (Select one)

____ South Central Austin	____ Southeast Austin	____ Southwest Austin
____ Central Austin	____ East Austin	____ West Austin
____ North Austin	____ Northeast Austin	____ Northwest Austin
____ Buda	____ Kyle	____ Dripping Springs
____ Wimberley	____ San Marcos	____ East Travis County
____ West Travis County	____ Williamson County	____ Other

If "Other," please specify: _____

Where do you work? (Select one)

____ South Central Austin	____ Southeast Austin	____ Southwest Austin
____ Central Austin	____ East Austin	____ West Austin
____ North Austin	____ Northeast Austin	____ Northwest Austin
____ Buda	____ Kyle	____ Dripping Springs
____ Wimberley	____ San Marcos	____ East Travis County
____ West Travis County	____ Williamson County	____ Other

If "Other," please specify: _____

How did you hear about this Open House? (Select all that apply)

____ Email from the MoPac South Environmental Study team
____ Postcard from the MoPac South Environmental Study team
____ MoPac South Environmental Study website
____ Twitter
____ Newspaper: _____
____ Television station: _____
____ Radio station: _____
____ Roadway signage
____ Friend/neighbor/relative/co-worker
____ Just passing by
____ Neighborhood or organization: _____
____ Other: _____

MoPac South
ENVIRONMENTAL STUDY

VISIT US ONLINE AT OUR VIRTUAL OPEN HOUSE

www.MoPacSouth.com

FROM OCTOBER 21 THROUGH NOVEMBER 20, 2015

Download and review meeting materials

•

Leave us your comments or questions

•

Sign up for electronic updates

MoPac South
ENVIRONMENTAL STUDY

HELP SHAPE MOBILITY IMPROVEMENTS ALONG MOPAC

THE PROBLEM

The MoPac Expressway south of Lady Bird Lake is a vital artery for Austin commuters and neighbors, as well as visitors to our region. Constructed between 1973 and 2013 as a four to six lane divided highway, it attracts up to 130,000 cars and trucks per day. Over time, expanding population as well as residential, retail and commercial development in the corridor has led to increased traffic congestion, negatively impacting mobility and quality of life for the traveling public and adjacent neighborhoods.

IDENTIFYING A SUSTAINABLE SOLUTION

The Central Texas Regional Mobility Authority and the Texas Department of Transportation are working with local partners to improve approximately eight miles of the MoPac Expressway from Cesar Chavez Street to Slaughter Lane.

PURPOSE OF AND NEED FOR IMPROVEMENTS TO MOPAC

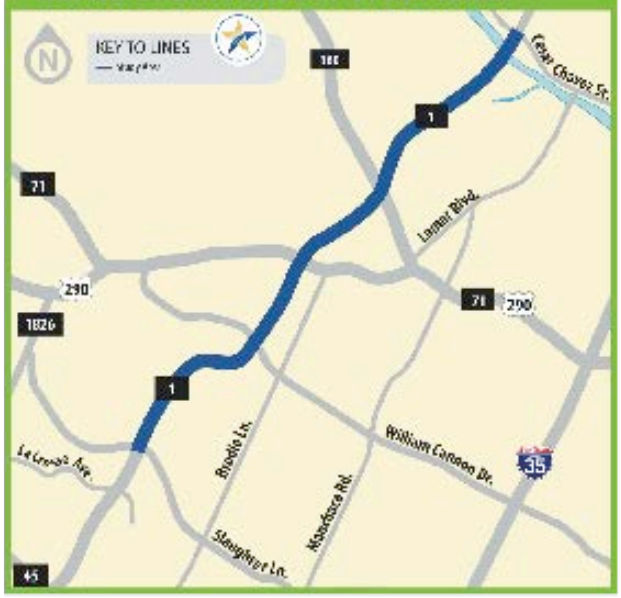
What are we trying to do?

- Provide an opportunity for reliable travel times
- Improve operational efficiency
- Create a dependable and consistent route for transit
- Facilitate reliable emergency response

What problem are we trying to address?

- Current congestion levels are creating unreliable travel times
- The total population of Travis and Hays counties is expected to increase 98% by 2040
- Emergency response times are impacted by traffic congestion
- If we do nothing, it could take an additional 35 minutes to drive from Cesar Chavez Street to Slaughter Lane in 2035

MOPAC SOUTH PROJECT STUDY AREA



ENVIRONMENTAL CONSIDERATIONS

The study will assess the potential impacts of proposed transportation improvements on the environment. The following resources will be studied: threatened and endangered species and other wildlife, water quality, trees and other vegetation, cultural resources, traffic noise, air quality, socio-economic resources, geology and soils, visual and aesthetic resources, parkland and other recreational facilities.

PROJECT GOALS AND OBJECTIVES

- Provide consistency with local and regional plans
- Reduce congestion delay and provide travel time savings for all roadway users
- Be constructible without unnecessary impacts to the natural and human environment
- Avoid and minimize impacts to water quality
- Deliver relief in a timely manner
- Facilitate congestion management
- Increase opportunities for transit, ridesharing, pedestrians and bicyclists

November 2015

ALTERNATIVES EVALUATION

Preliminary Alternatives

The study team evaluated six preliminary alternatives. Among others, these alternatives included the addition of General Purpose Lanes, HOV Lanes, Express Lanes or Transit Only Lanes.

Alternative Recommended

The Express Lanes Alternative best meets the Purpose and Need and is recommended because it:

- Offers reliable travel times for single occupancy vehicles, high occupancy vehicles, vanpools, buses and emergency vehicles
- Provides the shortest peak period travel time for all vehicles, including those using the general purpose lanes
- Provides over three million hours of annual travel time savings for all users compared to the No Build Alternative. That's about 1.7 times more savings than HOV Lanes and 13 times more savings than Transit Only Lanes.
- Avoids unnecessary impacts to the natural and human environment and avoids and minimizes impacts to water quality
- Increases opportunities for transit and ridesharing and includes new bicycle and pedestrian facilities

Continuing Engineering Analysis and Community Input

The Mobility Authority responded to the call for more analysis of the Express Lanes Alternative, and extended the project schedule to work with the community and local governments to look at additional operational configurations. These operational configurations are:

- One Express Lane in each direction with a downtown direct connection
- One Express Lane in each direction without a downtown direct connection
- Two Express Lanes in each direction with a downtown direct connection
- Two Express Lanes in each direction without a downtown direct connection
- Two Express Lanes in each direction with elevated ramps near Barton Skyway
- A configuration proposed by the city of Austin

A No Build (Do Nothing) Alternative continues to be considered.

DATA AND DETAILED ANALYSIS RESULTS AVAILABLE

The Mobility Authority worked with the Center for Transportation Research (CTR) at the University of Texas to conduct a dynamic traffic assignment study (DTA) to determine how the addition of Express Lanes might impact the downtown street network. The DTA shows that the addition of Express Lanes on MoPac would not adversely affect congestion on Austin's downtown street grid as a whole. All operational configuration options studied either presented an overall improvement or resulted in overall negligible changes in travel times within the downtown network.

The study team also analyzed how the six different operational configurations under consideration could impact travel times on MoPac South in the morning and afternoon peak periods between the merge onto the MoPac ramps at Cesar Chavez Street and Slaughter Lane. All configurations studied improve peak period travel times on the general purpose lanes when compared to the No Build (Do Nothing) Alternative. Express Lane travel times range from nine - 20 minutes depending on the configuration selected.

To review the full results of the analysis, visit **www.MoPacSouth.com**.

STAY INVOLVED

We welcome your feedback and questions about the MoPac South Environmental Study. To learn more or to request a presentation for your group, please contact us by email at *www.MoPacSouth.com/contact/* or by phone at (512) 996-9778.

Visit **www.MoPacSouth.com** for information and to sign up for updates.

CAMPO

METRO

November 2015

PUBLIC INPUT SUMMARY

PUBLIC INPUT/FEEDBACK	HOW WE RESPONDED
Remove elevated ramps over Lady Bird Lake. (*Stakeholder Comment*)	Developed and evaluated other options for providing downtown access to and from the Express Lanes. (see Operational Configurations)
Provide only one Express Lane in each direction. (*Stakeholder Comment*)	Developed and evaluated additional operational configurations including some with one Express Lane in each direction. (see Operational Configurations)
How will the project impact traffic on Cesar Chavez Street and other downtown streets? (*Stakeholder Comment*)	Commissioned a study led by University of Texas Center for Transportation Research. Study concluded that no adverse impacts to downtown would result from the proposed project. (see Dynamic Traffic Assignment Study)
Will the downtown connection on Cesar Chavez Street conflict with traffic to and from Austin High School? (*Austin High School Comment*)	Shifted direct connection touchdown farther east on Cesar Chavez Street and added barrier separation to eliminate Austin High School conflict points. (see Operational Configurations that feature a downtown direct connection)
Add direct connection ramps for Bee Cave Road Express Lane access. (*City of Rollingwood Comment*)	Evaluated and determined not feasible due to the proximity of the northbound MoPac entrance ramp at Bee Cave Road.
Add a southbound-to-northbound Texas Turnaround at Barton Skyway. (*City of Rollingwood Comment*)	Included in all operational configurations. (see Operational Configurations)
Add a third northbound general purpose lane between Davis Lane and William Cannon Drive. (*Stakeholder Comment*)	TxDOT will add an auxiliary lane by restriping MoPac northbound from Davis Lane to William Cannon Drive under a separate project. Construction is anticipated to begin in spring 2016.
Lengthen the Texas Turnaround at Loop 360 to increase capacity. (*Stakeholder Comment*)	Included in all operational configurations. (see Operational Configurations)
Reduce southbound congestion between Bee Cave Road and Loop 360. (*City of Austin Comment*)	Added a collector-distributor road to all operational configurations connecting southbound entrance ramps from Bee Cave Road and Barton Skyway to southbound Express Lane, eastbound Loop 360 and southbound MoPac general purpose lanes. (see Operational Configurations except the City of Austin Proposal)
Address southbound MoPac congestion between US 290 and William Cannon Drive. (*Stakeholder Comment*)	Made ramp improvements and added a short section of collector-distributor road to all operational configurations. (see Operational Configurations)
Provide connection between US 290 and proposed MoPac South Express Lanes. (*City of Austin* and *Capital Metro Comment*)	Added direct connection from eastbound US 290 to northbound Express Lanes and southbound Express Lanes to westbound US 290. (see Operational Configurations)

(continued on back)

MoPac South

PUBLIC INPUT/FEEDBACK	HOW WE RESPONDED
Add sidewalk connection to RM 2244 on west side of MoPac. (*City of Rollingwood Comment*)	Included sidewalk connection in all operational configurations. (see Operational Configurations)
Address congestion at northbound entrance ramp from Southwest Parkway. (*Stakeholder Comment*)	This would require widening to the east, which is not feasible due to proximity of the new bike and pedestrian bridge over Barton Creek.
Provide additional southbound general purpose lane south of William Cannon Drive. (*Stakeholder Comment*)	Incorporated the third southbound general purpose lane between William Cannon Drive and Davis Lane into all operational configurations. (see Operational Configurations except the City of Austin Proposal)
Add Davis Lane southbound entrance ramp and northbound exit ramp. (*Stakeholder Comment*)	There is not enough distance between this location and Slaughter Lane to install an entrance ramp. A minimum weaving length of 2,000 feet is required (TxDOT Roadway Design Manual 2014). Other ramping arrangements are constrained by adjacent parkland.
Shared Use Path should be separated from traffic. (*Travis County Comment*)	A Shared Use Path that is separated from traffic is included where feasible in all operational configurations. (see Operational Configurations)
Improvements are needed to the intersection of 5th St./ Lake Austin Blvd. at the northbound MoPac exit. (*Travis County Comment*)	VISSIM modeling conducted did not show a significant improvement with a traffic signal for the northbound MoPac exit ramp at 5th Street and Lake Austin Boulevard. Discussions with Travis County will continue. These improvements could be implemented independent of this project.
Make improvements to the southbound MoPac entrance ramp at Lake Austin Boulevard. (*Travis County Comment*)	An extended left-turn bay located on westbound Lake Austin Boulevard at the southbound MoPac frontage road has been incorporated into all operational configurations. (see Operational Configurations) Adding a right turn on eastbound Lake Austin Boulevard at the southbound MoPac frontage road may require additional right-of-way on Lake Austin Boulevard which would likely be outside the scope of this study. Discussions with city of Austin, TxDOT, and Travis County will continue.
Consider building high capacity transit (e.g., rail) instead of Express Lanes. (*Stakeholder Comment*)	Held meetings with Capital Metro. Their plans for the MoPac South corridor continue to focus on express bus service to downtown from park-and-ride facilities.
Construct a park-and-ride near Slaughter Lane. (*Travis County Comment*)	The Mobility Authority continues to meet regularly with Capital Metro to discuss the most appropriate locations for future park-and-ride lots.

Some of the feedback and input we have received suggest improvements that are outside the scope of this project. We have referred those comments to the agencies with jurisdiction over those areas (TxDOT and/or city of Austin).

- Provide pedestrian crossing signal on northbound and/or southbound frontage road near Rollingwood Drive. (*City of Rollingwood Comment*)
- Add stop signs at Rollingwood Drive for MoPac northbound and southbound frontage roads. (*City of Rollingwood Comment*)
- Redesign intersections at Bee Cave Road and MoPac frontage roads. (*City of Rollingwood Comment*)
- Add another right-turn lane on southbound frontage road approach to William Cannon Drive intersection. (*Stakeholder Comment*)
- Add eastbound capacity on Cesar Chavez Street from MoPac to Lamar Boulevard. (*Travis County Comment*)
- Add direct connection to Loop 360. (*Stakeholder Comment*)

MoPac South

NOVEMBER 2015

DYNAMIC TRAFFIC ASSIGNMENT STUDY

The Central Texas Regional Mobility Authority (Mobility Authority) and the Texas Department of Transportation (TxDOT) are working with local partners on the MoPac South Environmental Study to determine the best alternative for providing reliability and safety on approximately eight miles of MoPac from Cesar Chavez Street to Slaughter Lane. When Express Lanes were identified as the Recommended Build Alternative, the Mobility Authority commissioned a local dynamic traffic assignment (DTA) study by the University of Texas at Austin Center for Transportation Research to evaluate how different operational configurations could impact travel times within the downtown area.

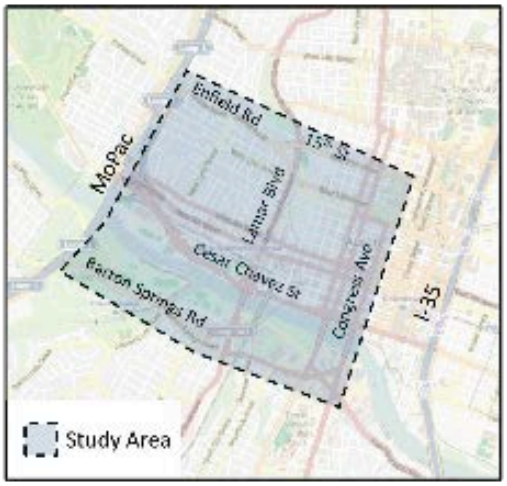
What is a Dynamic Traffic Assignment (DTA)?

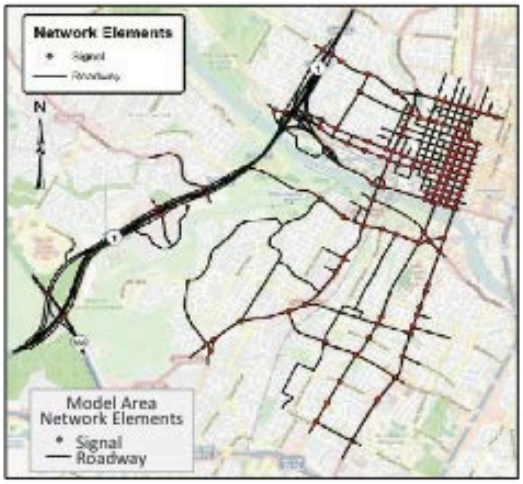
DTAs are traffic models that examine how drivers modify their travel patterns to take advantage of the least congested routes when changes are made in a transportation network. The DTA for MoPac South was conducted for the year 2020 (the earliest possible date that the project could open to traffic).

The model looks at two areas:

Downtown study area: Defined by MoPac to the west, Enfield Rd./15th St. to the north, Congress Ave. to the east, and Barton Springs Rd. to the south. Street-level travel time evaluations were conducted on the major streets in this zone.

Model area: The limits of the model area extend beyond the boundaries of the downtown study area in order to properly analyze how drivers would choose their routes if Express Lanes were available on south MoPac. The model area looks at all the major north/south arteries from north of SH 71 to Enfield Rd./15th St. and all major east/west corridors from MoPac to Congress Ave. Along MoPac, the model area extends just south of Loop 360 to include the entrances and exits between the proposed Express Lanes and the general-purpose lanes south of Cesar Chavez St.





MoPac South Environmental Study

DYNAMIC TRAFFIC ASSIGNMENT STUDY

What Express Lane Configurations Were Modeled?

- **1 Express Lane + downtown DC:** Includes one Express Lane in each direction, and a one-lane, elevated direct connect ramp in each direction, from Cesar Chavez St.
- **1 Express Lane without downtown DC:** Includes one Express Lane in each direction. Traffic with a downtown destination will exit the Express Lanes south of Barton Skyway into the left-most general purpose lane and weave across three lanes to access the existing Cesar Chavez St. exit. Leaving downtown, southbound MoPac drivers will enter the general purpose lanes using the existing Lake Austin Blvd. entrance ramp and weave across three lanes to access the Express Lane south of Barton Skyway.
- **2 Express Lanes + downtown DC:** Includes two Express Lanes in each direction, and a one-lane, elevated direct connect ramp in each direction, from Cesar Chavez St.
- **2 Express Lanes without downtown DC:** Includes two Express Lanes in each direction. Access to and from the downtown area will function similarly to the 1 Express Lane without downtown DC configuration.
- **No Build (do nothing) Alternative:** Analyzed as a baseline for comparison.

Two additional configurations are also being considered as part of the study, but were not specifically analyzed by the DTA:

2 Express Lanes + Elevated Ramps near Barton Skyway and Bee Cave Road: Includes two Express Lanes in each direction and adds elevated ramps near Barton Skyway. Drivers with a downtown destination would exit the Express Lanes into the right-most general purpose lane south of Lady Bird Lake. Leaving downtown, southbound MoPac drivers will enter the right-most general purpose lane to access an Express Lane ramp near Barton Skyway. This operational configuration was not directly included in the DTA analysis, but would function similarly within the study area to the 2 Express Lanes without downtown DC configuration that was modeled.

City of Austin Proposal: The project team also refined an operational configuration presented by the City of Austin. Because work on this configuration was still ongoing when the DTA analysis was conducted, it was not modeled. However, it would provide access to and from downtown that does not require drivers to weave through MoPac general purpose lanes.

SUMMARY OF RESULTS

The DTA shows that the addition of Express Lanes on south MoPac would not adversely affect congestion on Austin's downtown street grid as a whole. This is true for any of the operational configurations evaluated. All configurations either improved or had negligible impacts to travel times within the downtown network.

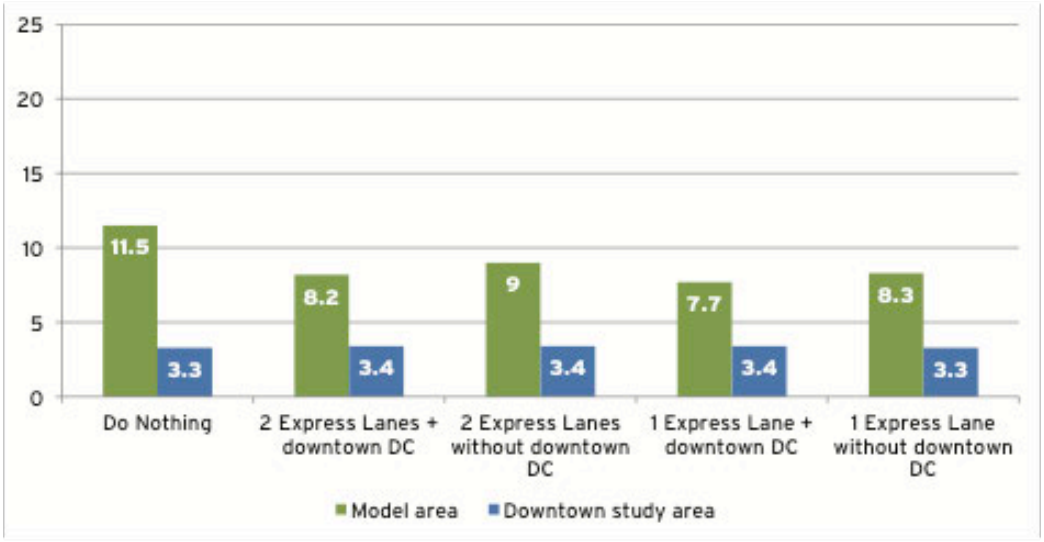
AM peak period (6 - 9 a.m.):

- When compared to the No Build Alternative, drivers would save an average of two and a half minutes in the model area.
- Travel times on eastbound Cesar Chavez St., eastbound 5th St., northbound Lamar Blvd. and northbound 1st St. /Lavaca St. would remain within one minute of the No Build Alternative, regardless of the Express Lane configuration.

PM peak period (3:30 - 6:30 p.m.):

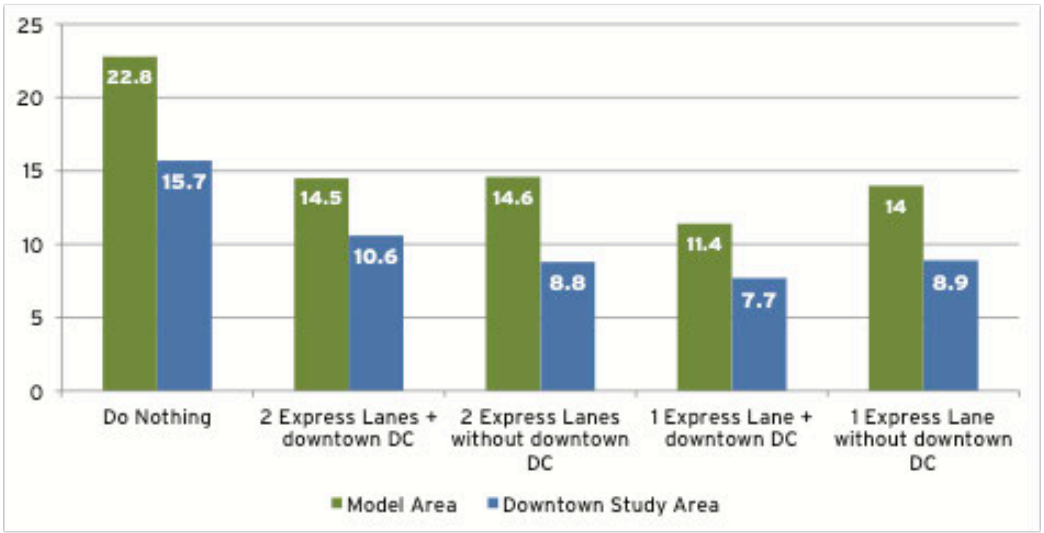
- When compared to the No Build Alternative, drivers would save an average of eight minutes in the model area.
- All Express Lane configurations would provide better travel times on westbound Cesar Chavez St., westbound 6th St., southbound Lamar Blvd. and southbound 1st St./Guadalupe St. as compared to the No Build Alternative.

2020 AVERAGE MORNING PEAK PERIOD TRAVEL TIMES (IN MINUTES)

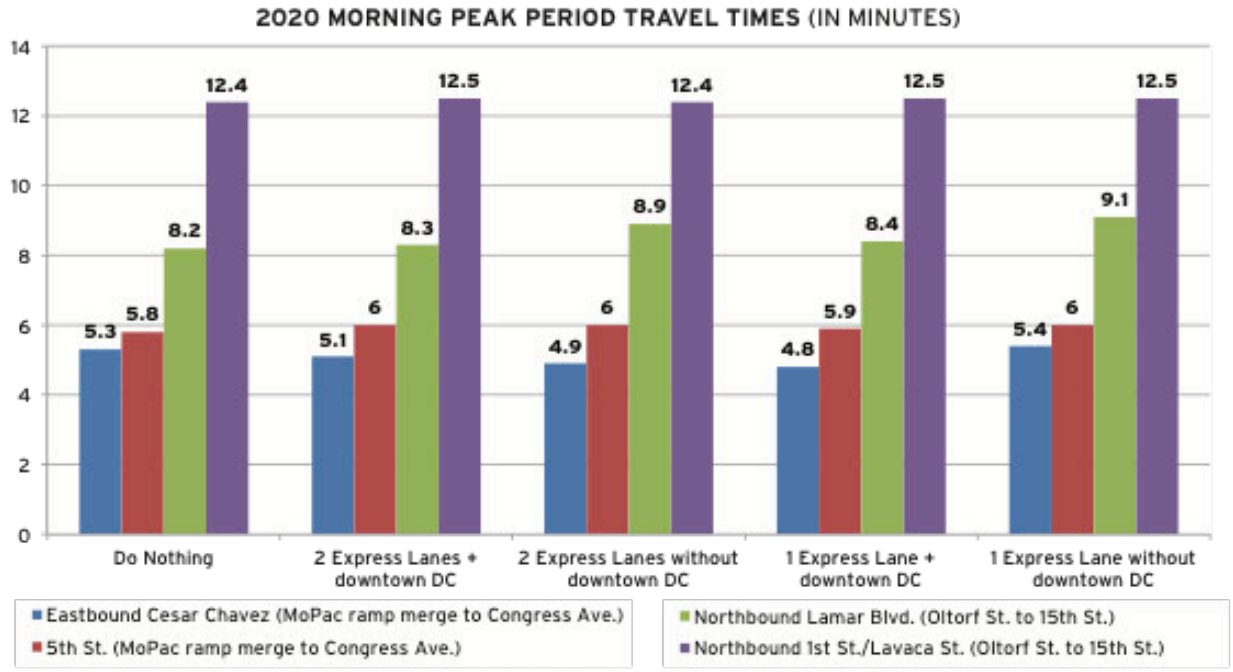


- **Model area:** Drivers would save an average of 2.5 minutes for all of the modeled configurations as compared to the Do Nothing scenario. The 1 Express Lane + downtown DC configuration would save drivers approximately 30 seconds more than the other configurations.
- **Downtown study area:** All modeled configurations present average travel times within six seconds of the Do Nothing scenario.

2020 AVERAGE AFTERNOON PEAK PERIOD TRAVEL TIMES (IN MINUTES)

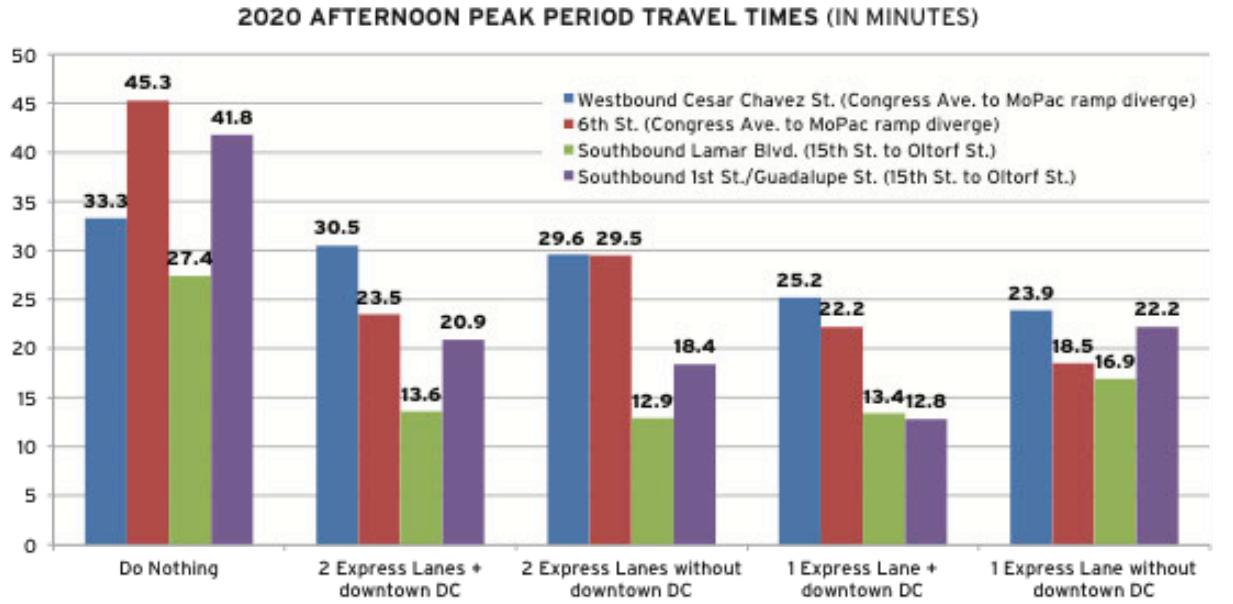


- **Model area:** Drivers would save an average of eight minutes for all of the modeled configurations as compared to the Do Nothing scenario. The 1 Express Lane + downtown DC configuration would save drivers approximately two and a half minutes more than the other configurations.
- **Downtown study area:** Drivers would save an average of at least five minutes for all of the modeled configurations as compared to the Do Nothing scenario.



Results: Modeled configurations present travel times on all routes within one minute of the Do Nothing scenario.

- Eastbound Cesar Chavez: Within 30 seconds of the Do Nothing scenario.
- 5th St.: Within 12 seconds of the Do Nothing scenario.
- Northbound Lamar Blvd.: Within 54 seconds of the Do Nothing scenario.
- Northbound 1st St./Lavaca St.: Within six seconds of the Do Nothing scenario.



Results: All modeled configurations present lower peak period travel times when compared to the Do Nothing scenario.

- Westbound Cesar Chavez: As much as 9.4 minutes saved over the Do Nothing scenario.
- 6th St.: As much as 26.8 minutes saved over the Do Nothing scenario.
- Southbound Lamar Blvd.: As much as 14.5 minutes saved over the Do Nothing scenario.
- Southbound 1st St./Guadalupe St.: As much as 29 minutes saved over the Do Nothing scenario.

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

Please complete form to receive updates on this study.

NAME (PLEASE PRINT): _____

EMAIL: _____

If you are particularly interested in specific issues or topics related to this study, please indicate your top area(s) of interest.

___ Historic Resources
___ Bicycle/Pedestrian
___ Aesthetics/Context Sensitive Solutions
___ Parks
___ Transit
___ Environmental/Water Quality

Other_____

_____

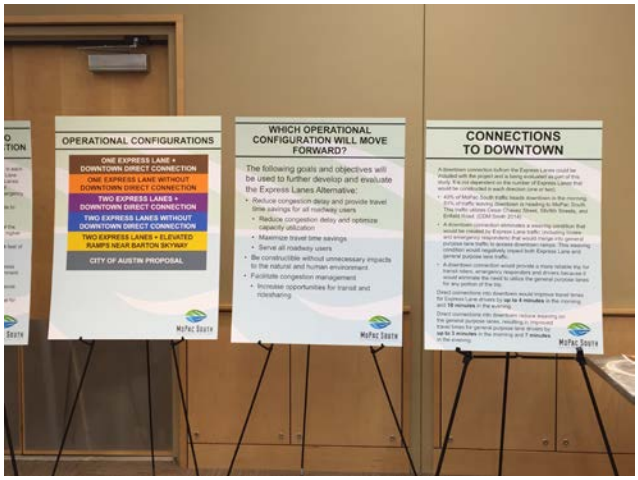
Attachment E
Photos

DYNAMIC TRAFFIC
ASSIGNMENT STUDY RESULTS

TWO EXPRESS LANES +
DOWNTOWN DIRECT CONNECTOR

COURT
REPORTER

TRAVEL TIMES (2035)
TRAVEL TIMES (2035)
TRAFFIC STUD


OPERATIONAL CONFIGURATIONS
ONE EXPRESS LANE + DOWNTOWN DIRECT CONNECTION
ONE EXPRESS LANE WITHOUT DOWNTOWN DIRECT CONNECTION
TWO EXPRESS LANES + DOWNTOWN DIRECT CONNECTION
TWO EXPRESS LANES WITHOUT DOWNTOWN DIRECT CONNECTION
TWO EXPRESS LANES + ELEVATED RAMPS NEAR BARTON SKYWAY
CITY OF AUSTIN PROPOSAL
WHICH OPERATIONAL CONFIGURATION WILL MOVE FORWARD?
The following goals and objectives will be used to further develop and evaluate the Express Lanes Alternative:
CONNECTIONS TO DOWNTOWN

PRELIMINARY
LAYOUT
CESAR
CHAVEZ
STREET

PROJECT GOALS
AND OBJECTIVES
• Provide consistency with local and regional plans
• Reduce congestion delay and provide travel time savings for all roadway users
• Be constructible without unnecessary impacts to the natural and human environment*
• Avoid and minimize impacts to water quality*
• Deliver relief in a timely manner*
• Facilitate congestion management*
• Increase opportunities for transit and ridesharing
• Increase opportunities for pedestrians and bicyclists
MoPac South

Attachment F
Registration Forms

MoPac South

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

PUBLIC SIGN-IN SHEET

✔ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Craig Nazor	78758
	Eleanor Quick	78755
	Rene Kintade	78755
	Thomas Carstarphen	78732
	Matt Abernathy	78754
	Vikki Goodwin (2)	78739
	Hailey Heal	78731
	MARK ALEXANDER	78749
	Kathryn Davis	78735
	Phillip Dorr	78746

MoPac South

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

PUBLIC SIGN-IN SHEET

✔ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Stefani Zellwier	78746
	Brian Boecker	78613
	Ted Burton	78704
	Wade Bonzon	75034
	Don Hastings	78739
	Melissa Cubria	78704
	Rory Meza	78748
	Keith Jackson	78751
	SINCLAIR BLACK	78703
	Brooke Martin	78660

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MoPac South

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

PUBLIC SIGN-IN SHEET

✔ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Charles Heimsath	78703
	Mirella Bustamante	78103
	David Belknap	78703
	Greg Thompson	703
	Justin Word	78117
	Charlie Watts	78660
	Pat Pluenneke	78642
	Bob Austin	78248
	Quinn Zumwalt	78746
	Pam Baggett +1	78739

MoPac South

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

PUBLIC SIGN-IN SHEET

✔ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	J.d. moore	78703
	THOM FARRELL	78746
	DEAN DREYER	78749
	Wade Strong	78717
	Henry Pearson	78746
	Jesse Lemos	78739
	unknown	[illegible]
	TORI PRINCE	78703
	Betty McCall	78737
	TOM GRIEBEL	78737

[redacted]

MoPac South

ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

PUBLIC SIGN-IN SHEET

✔ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Rich O'Connell	78731
	Jesse Wallis	78739
	Cesay Fernandes	75070
	Cynthia Lee	78746
	Janea Narciso	78735
	Luke Wright	78757
	Sandy vanGoethem	78739
	Dick KALLERMAN (2)	75704
	Nida Ghero	78751
	Zach Ryan	78748

[redacted]

1.5

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

PUBLIC SIGN-IN SHEET

✔ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Guy Johnson	78739
	Spencer Christian	78703
	Paul Terranova	78759
	Blake Tollett	78703
	Miah Diaz	78745
	~~Mike Heilgen~~	~~78703~~
	Steve Ascherl	78703
	Jenny Holm	78739
	Will Godwin	78704
	Wesley Jasek	78681

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MoPac South

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

PUBLIC SIGN-IN SHEET

✔ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Richard Ryon	78745
	Girard Kinney	78722
	Thales Smith	78705
	Marion Mlotek	78735
	David Hood	78759
	Loren Ward	78735
	DAVID ARMBRUST	78746
	STEVE CARON	78737
	Sara Marler	78703
	Alastair Miller	78015

AM

MoPac South

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

PUBLIC SIGN-IN SHEET

✔ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Art Bedrosian	78735
	Alvaro Cifuentes	
	Darrell Hutchinson	78735
	Darby Vera	7827
	Unknown	
	Elaine Robbins	78757
	Shelby Goodrum	78746
	Kim Morley	78703
	Leigh Ziegler	78735
	PETER GERANIOS	78749

P.3

MoPac South

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

PUBLIC SIGN-IN SHEET

✔ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Rob McIntire	78704
	Rob Hamlet	78704
	Joe Clemens	78741
	Ken Riggbee	78739
	Ricardo Zamarripa	78739
	Donald Towles	78613
	Glenn Gregory	78704
	Katherine Davidson	78746
	Wayne Ellenberger	78732
	Andrew Wheat	78704

MoPac South

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

PUBLIC SIGN-IN SHEET

✔ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Nadia Barrera	78721
	Peter Ring	77429
	Melissa Morrow	78746
	LAUREN CRESSWELL	78756
	ROHAN SHAH	78727
	JEFF DAVIES	78703
	Carol Haywood	78704
	Nick Schatz	78703
	RON MEADE	78749
	JULIA LANCASTER	78749

MoPac South
Environmental Study

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

PUBLIC SIGN-IN SHEET

✔ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Elizabeth Story	78731
	Carol Fajkus	78620
	April Sandoval	78757
	Chip Mills	78746
	Brandon Lucio	78754
	Robert Spillar	78746
	John Pollard	78746
	Thomas Butler	78723
	Leticia Estavillo	78610
	Carlos Calle	78741

P.U

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
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PUBLIC SIGN-IN SHEET

✔ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Emily Wethington	78757
	Ben Weiss	78723
	Ed Placeck	78704
	RAY A. WILKERSON	
	GERALD LANKES	78681
	Kate Singleton	78723
	R Bn	
	P Leahy	78746
	Dave Lubitz	78728
	FEDERICO MENDOZA	78735

MoPac South

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

PUBLIC SIGN-IN SHEET

✔ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Jeff Seiler	78691
	Anne Sikes-Lassen	78704
	Matt Champion	78749
	David Holmes	78749
	Susan Fraser	78751
	Robert Rectz	78745
	Dave Jones	78739
	Ines Malti	78704
	Javier Juarez	78735
	Tamara Kurtz	78735

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MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

PUBLIC SIGN-IN SHEET

✔ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Edwardo Lee	78745
	Daniel Jones	78749
	Meredith Jackson	78735
	Bob Ward	78704
	Lauren Dafres	78746
	Elena Hubner	78704
	Mike Canatti	78703
	Ellen Troxclair	78749
	Marisabel Ramthun	78633
	Caleb Short	78610

MoPac South

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

PUBLIC SIGN-IN SHEET

✔ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	John Middleton	78745
	Patrick Johnson	78732
	Eric Plocht	78681
	Tina Walker	78620
	Claire Robertson	78722
	Mike Ruff	78737
	Angam Lubomudrov	78702
	Ellen Jefferson	78704
	Glenn Goldstein	78704
	Joanne Day	78749

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MoPac South
Environmental Study

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

PUBLIC SIGN-IN SHEET

✔ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Clifford May	78724
	DARYL PUTNAM	78749
	Kelli Weldon, Community Impact Newspaper	
	JEFF JACK - ZILKER NA.	78704
	Roger Brown	78739
	Rafael Riojas	78749
	Jill Baumgartner	78749
	Andrea el Arnulli	78727
	Rich Hollenbeck	78752
	Ginot Landry	78703

P. 1

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

PUBLIC SIGN-IN SHEET

✔ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Emily Weigand	78759
	unknown +2	

1.18

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

PUBLIC SIGN-IN SHEET

✔ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Rafael Tinajero	78749
	Adam McKeivier	78739
	DEAN HANSEN	78746
	[illegible]	78731
	[illegible]	78751

1.9

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

PUBLIC SIGN-IN SHEET

✔ ELECTED OFFICIAL	NAME (PLEASE PRINT)	ZIP CODE
	Arianna Gomez	78739
	Jacob Johnson (2)	78704

1.2D

Attachment G
Virtual Open House Web Page Analysis

Google Analytics

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All Web Site Data

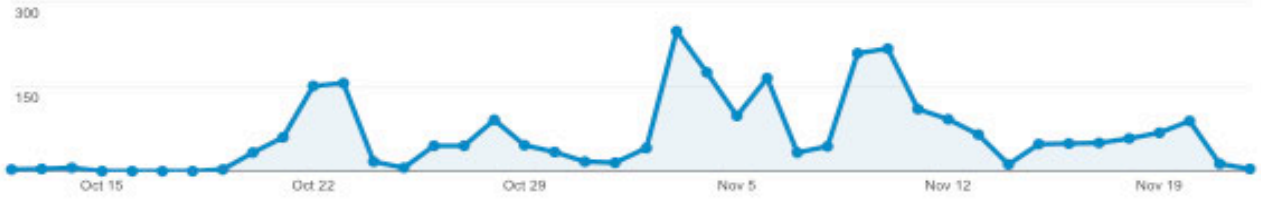
Audience Overview

Oct 12, 2015 - Nov 22, 2015

VOH Visitors
43.83%

Overview

Sessions



Sessions	Users	Pageviews
VOH Visitors	VOH Visitors	VOH Visitors
2,620	1,820	10,323

Pages / Session	Avg. Session Duration	Bounce Rate
VOH Visitors	VOH Visitors	VOH Visitors
3.94	00:06:24	21.11%

% New Sessions
VOH Visitors
62.60%

City	Sessions	% Sessions
1. Austin	1,830	69.85%
2. Houston	135	5.15%
3. Parsippany-Troy Hills	92	3.51%
4. West Lake Hills	67	2.56%
5. New York	64	2.44%
6. San Antonio	34	1.30%
7. Dallas	33	1.26%
8. Round Rock	25	0.95%
9. Dayton	20	0.76%
10. Bear Creek	17	0.65%

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Google Analytics

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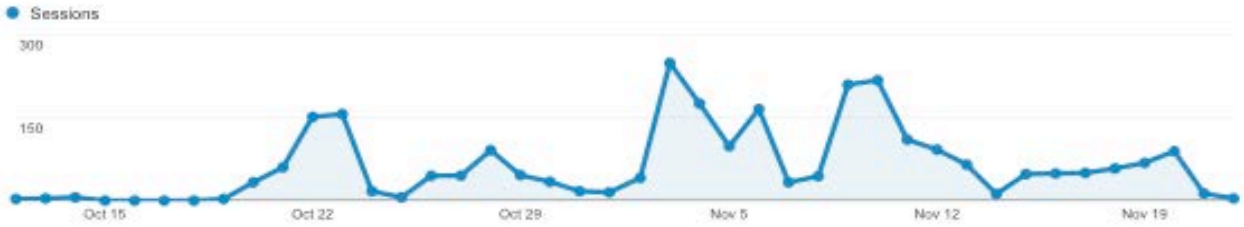
Channels

Oct 12, 2015 - Nov 22, 2015

VOH Visitors
43.83%

Explorer

Summary



	Source / Medium	Acquisition			Behavior			Conversions		
		Sessions	% New Sessions	New Users	Bounce Rate	Pages / Session	Avg. Session Duration	Goal Conversion Rate	Goal Completions	Goal Value
	VOH Visitors	2,620 % of Total: 43.83% (5,978)	62.60% Avg for View: 68.70% (-8.89%)	1,640 % of Total: 39.93% (4,107)	21.11% Avg for View: 41.80% (-49.51%)	3.94 Avg for View: 2.93 (34.37%)	00:06:24 Avg for View: 00:03:56 (62.58%)	0.00% Avg for View: 0.00% (0.00%)	0 % of Total: 0.00% (0)	$0.00 % of Total: 0.00% ($0.00)
1.	(direct) / (none)	1,303 (49.73%)	71.45%	931 (56.77%)	23.64%	3.76	00:06:03	0.00%	0 (0.00%)	$0.00 (0.00%)
2.	google / organic	324 (12.37%)	36.73%	119 (7.26%)	11.11%	4.69	00:08:25	0.00%	0 (0.00%)	$0.00 (0.00%)
3.	austinmonitor.com / referral	148 (5.65%)	75.00%	111 (6.77%)	24.32%	3.29	00:04:20	0.00%	0 (0.00%)	$0.00 (0.00%)
4.	reddit.com / referral	104 (3.97%)	85.58%	89 (5.43%)	13.46%	3.40	00:02:30	0.00%	0 (0.00%)	$0.00 (0.00%)
5.	mobilityauthority.com / referral	87 (3.32%)	39.08%	34 (2.07%)	1.15%	5.74	00:08:30	0.00%	0 (0.00%)	$0.00 (0.00%)
6.	kvue.com / referral	73 (2.79%)	87.67%	64 (3.90%)	39.73%	1.60	00:03:23	0.00%	0 (0.00%)	$0.00 (0.00%)
7.	mystatesman.com / referral	49 (1.87%)	87.76%	43 (2.62%)	2.04%	4.67	00:03:48	0.00%	0 (0.00%)	$0.00 (0.00%)
8.	facebook.com / referral	48 (1.83%)	81.25%	39 (2.38%)	20.83%	3.35	00:05:41	0.00%	0 (0.00%)	$0.00 (0.00%)
9.	mobilityauthority.wufoo.com / referral	44 (1.68%)	0.00%	0 (0.00%)	18.18%	4.77	00:12:07	0.00%	0 (0.00%)	$0.00 (0.00%)
10.	bing / organic	43 (1.64%)	25.58%	11 (0.67%)	6.98%	5.19	00:09:31	0.00%	0 (0.00%)	$0.00 (0.00%)
11.	m.facebook.com / referral	42 (1.60%)	90.48%	38 (2.32%)	52.38%	1.45	00:00:38	0.00%	0 (0.00%)	$0.00 (0.00%)
12.	smartmopac.com / referral	41 (1.56%)	48.78%	20 (1.22%)	73.17%	1.90	00:03:10	0.00%	0 (0.00%)	$0.00 (0.00%)
13.	communityimpact.com / referral	35 (1.34%)	85.71%	30 (1.83%)	8.57%	2.57	00:05:46	0.00%	0 (0.00%)	$0.00 (0.00%)
14.	mopacexpress.com / referral	34 (1.30%)	58.82%	20 (1.22%)	5.88%	4.88	00:08:01	0.00%	0 (0.00%)	$0.00 (0.00%)
15.	mopacsouth.monkee-boy.com / referral	31 (1.18%)	0.00%	0 (0.00%)	19.35%	11.00	00:21:54	0.00%	0 (0.00%)	$0.00 (0.00%)
16.	t.co / referral	31 (1.18%)	54.84%	17 (1.04%)	29.03%	3.61	00:06:57	0.00%	0 (0.00%)	$0.00 (0.00%)
17.	edit-content.com / referral	19 (0.73%)	5.26%	1 (0.06%)	21.05%	4.16	00:08:53	0.00%	0 (0.00%)	$0.00 (0.00%)
18.	txdot.gov / referral	19 (0.73%)	31.58%	6 (0.37%)	0.00%	5.79	00:12:15	0.00%	0 (0.00%)	$0.00 (0.00%)

19.	us2.campaign-archive1.com / referral	18 (0.69%)	5.56%	1 (0.06%)	0.00%	7.06	00:09:08	0.00%	0 (0.00%)	$0.00 (0.00%)
20.	yahoo / organic	18 (0.69%)	55.56%	10 (0.61%)	16.67%	6.00	00:14:34	0.00%	0 (0.00%)	$0.00 (0.00%)
21.	duckduckgo.com / referral	16 (0.61%)	0.00%	0 (0.00%)	6.25%	5.44	00:09:06	0.00%	0 (0.00%)	$0.00 (0.00%)
22.	Austin EcoNewsletter / email	15 (0.57%)	93.33%	14 (0.85%)	33.33%	2.53	00:03:56	0.00%	0 (0.00%)	$0.00 (0.00%)
23.	tollroadsnews.com / referral	13 (0.50%)	61.54%	8 (0.49%)	23.08%	1.69	00:03:11	0.00%	0 (0.00%)	$0.00 (0.00%)
24.	keepmopaclocal.org / referral	9 (0.34%)	11.11%	1 (0.06%)	66.67%	2.56	00:01:20	0.00%	0 (0.00%)	$0.00 (0.00%)
25.	us2.campaign-archive2.com / referral	8 (0.31%)	37.50%	3 (0.18%)	0.00%	7.50	00:08:29	0.00%	0 (0.00%)	$0.00 (0.00%)

Rows 1 - 25 of 47

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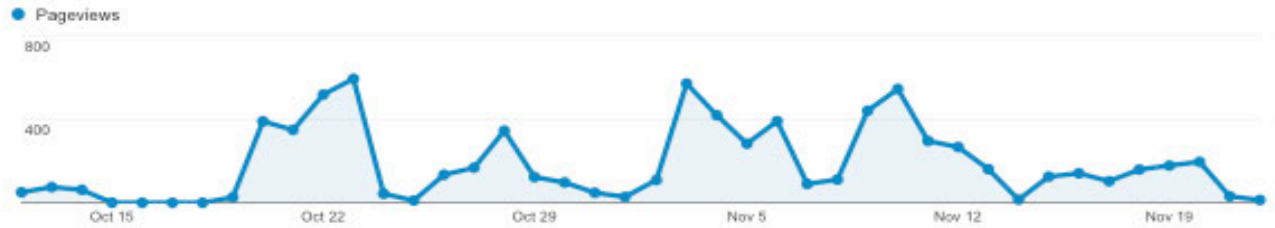
Pages

Oct 12, 2015 - Nov 22, 2015

VOH Visitors
58.89%

Explorer



This data was filtered using an **advanced filter**.

	Page	Pageviews	Unique Pageviews	Avg. Time on Page	Entrances	Bounce Rate	% Exit	Page Value
	VOH Visitors	7,706 % of Total: 43.96% (17,529)	5,482 % of Total: 40.54% (13,521)	00:02:38 Avg for View: 00:02:00 (31.73%)	1,478 % of Total: 24.89% (5,937)	36.23% Avg for View: 41.80% (-13.34%)	30.33% Avg for View: 33.87% (-10.46%)	$0.00 % of Total: 0.00% ($0.00)
1.	/voh/	**2,840** (36.85%)	1,958 (35.72%)	00:01:33	791 (53.52%)	30.28%	26.09%	$0.00 (0.00%)
2.	/voh/alternatives.php	**1,795** (23.29%)	1,233 (22.49%)	00:06:59	384 (25.98%)	36.96%	46.91%	$0.00 (0.00%)
3.	/voh/whats-new.php	**568** (7.37%)	454 (8.28%)	00:01:19	27 (1.83%)	58.33%	12.50%	$0.00 (0.00%)
4.	/voh/alternatives-360.php	**553** (7.18%)	435 (7.94%)	00:02:24	43 (2.91%)	26.19%	28.93%	$0.00 (0.00%)
5.	/voh/contact.php	**420** (5.45%)	334 (6.09%)	00:02:37	158 (10.69%)	62.18%	52.86%	$0.00 (0.00%)
6.	/voh/impacts.php	**379** (4.92%)	288 (5.25%)	00:03:14	20 (1.35%)	21.74%	28.23%	$0.00 (0.00%)
7.	/voh/survey.php	**214** (2.78%)	137 (2.50%)	00:01:27	14 (0.95%)	71.43%	26.64%	$0.00 (0.00%)
8.	/voh/next-steps.php	**212** (2.75%)	181 (3.30%)	00:00:47	7 (0.47%)	57.14%	20.28%	$0.00 (0.00%)
9.	/voh/solutions.php	**209** (2.71%)	166 (3.03%)	00:01:37	13 (0.88%)	25.00%	17.22%	$0.00 (0.00%)
10.	/voh/study.php	**193** (2.50%)	152 (2.77%)	00:01:37	7 (0.47%)	50.00%	16.06%	$0.00 (0.00%)
11.	/voh/build-alternative.php	**45** (0.58%)	18 (0.33%)	00:01:41	5 (0.34%)	60.00%	20.00%	$0.00 (0.00%)
12.	/mopac-south-open-house/voh/	**41** (0.53%)	4 (0.07%)	00:02:02	3 (0.20%)	0.00%	2.44%	$0.00 (0.00%)
13.	/voh/location.php	**33** (0.43%)	15 (0.27%)	00:00:20	0 (0.00%)	0.00%	6.06%	$0.00 (0.00%)
14.	/voh/access-points.php	**27** (0.35%)	11 (0.20%)	00:02:10	1 (0.07%)	0.00%	7.41%	$0.00 (0.00%)
15.	/voh/environmental-assessment.php	**25** (0.32%)	13 (0.24%)	00:01:07	0 (0.00%)	0.00%	4.00%	$0.00 (0.00%)
16.	/mopac-south-open-house/voh/purpose.php	**16** (0.21%)	4 (0.07%)	00:01:33	0 (0.00%)	0.00%	6.25%	$0.00 (0.00%)
17.	/voh/improvements.php	**16** (0.21%)	9 (0.16%)	00:00:55	0 (0.00%)	0.00%	0.00%	$0.00 (0.00%)
18.	/voh/management-practices.php	**14** (0.18%)	9 (0.16%)	00:00:13	0 (0.00%)	0.00%	0.00%	$0.00 (0.00%)
19.	/voh/bicycle-pedestrian.php	**13** (0.17%)	9 (0.16%)	00:00:21	0 (0.00%)	0.00%	0.00%	$0.00 (0.00%)
20.	/voh/context-sensitive-solutions.php	**13** (0.17%)	9 (0.16%)	00:01:19	0 (0.00%)	0.00%	30.77%	$0.00 (0.00%)

21.	/voh/alternatives2.php	11 (0.14%)	1 (0.02%)	00:01:33	1 (0.07%)	0.00%	0.00%	$0.00 (0.00%)
22.	/mopac-south-open-house/voh/background.php	7 (0.09%)	3 (0.05%)	00:00:02	0 (0.00%)	0.00%	0.00%	$0.00 (0.00%)
23.	/voh/evaluation.php	7 (0.09%)	2 (0.04%)	00:00:06	0 (0.00%)	0.00%	0.00%	$0.00 (0.00%)
24.	/voh/background.php	6 (0.08%)	3 (0.05%)	00:01:34	0 (0.00%)	0.00%	0.00%	$0.00 (0.00%)
25.	/mopac-south-open-house/voh/layouts.php	4 (0.05%)	3 (0.05%)	00:00:53	1 (0.07%)	0.00%	50.00%	$0.00 (0.00%)

Rows 1 - 25 of 47

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Top Events

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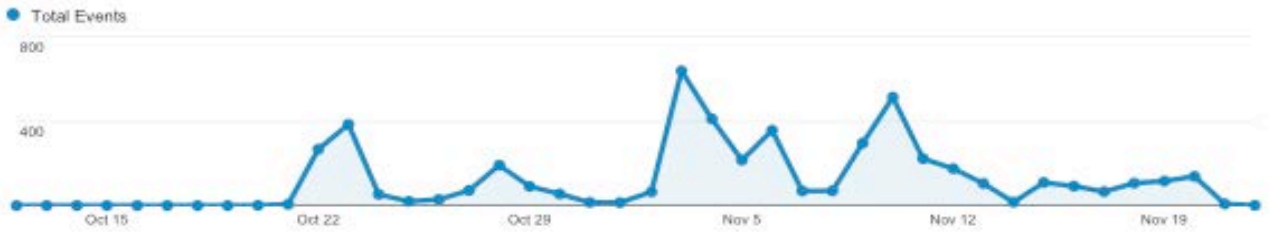
ALL » EVENT CATEGORY: Click » EVENT ACTION: Download

VOH Visitors
20.26%

Explorer

Event



	Event Label	Total Events	Unique Events	Event Value	Avg. Value
	VOH Visitors	4,979 % of Total: 40.86% (12,186)	1,211 % of Total: 20.26% (5,978)	0 % of Total: 0.00% (0)	0.00 Avg for View: 0.00 (0.00%)
1.	/voh/images/content/exhibits-4.jpg	**368** (7.39%)	333 (7.42%)	0 (0.00%)	0.00
2.	/voh/images/content/exhibits-3.jpg	**234** (4.70%)	223 (4.97%)	0 (0.00%)	0.00
3.	/voh/images/content/concepts-1.jpg	**219** (4.40%)	197 (4.39%)	0 (0.00%)	0.00
4.	/voh/images/content/exhibits-12.jpg	**175** (3.51%)	170 (3.79%)	0 (0.00%)	0.00
5.	/voh/images/content/concepts-3.jpg	**174** (3.49%)	159 (3.54%)	0 (0.00%)	0.00
6.	/voh/images/content/exhibits-11.jpg	**151** (3.03%)	137 (3.05%)	0 (0.00%)	0.00
7.	/voh/images/content/concepts-19.jpg	**146** (2.93%)	135 (3.01%)	0 (0.00%)	0.00
8.	/voh/images/content/exhibits-8.jpg	**126** (2.53%)	114 (2.54%)	0 (0.00%)	0.00
9.	/voh/images/content/exhibits-19.jpg	**124** (2.49%)	106 (2.36%)	0 (0.00%)	0.00
10.	/voh/images/content/1a-1.pdf	**110** (2.21%)	103 (2.29%)	0 (0.00%)	0.00
11.	/voh/images/content/exhibits-22.jpg	**104** (2.09%)	85 (1.89%)	0 (0.00%)	0.00
12.	/MoPacSouthEnvironmentalStudy_October_2015_Final.pdf	**102** (2.05%)	101 (2.25%)	0 (0.00%)	0.00
13.	/voh/images/content/concepts-10.jpg	**89** (1.79%)	85 (1.89%)	0 (0.00%)	0.00
14.	/voh/images/content/exhibits-21.jpg	**85** (1.71%)	76 (1.69%)	0 (0.00%)	0.00
15.	/voh/images/content/concepts-5.jpg	**84** (1.69%)	71 (1.58%)	0 (0.00%)	0.00
16.	/voh/images/content/concepts-11.jpg	**83** (1.67%)	70 (1.56%)	0 (0.00%)	0.00
17.	/voh/images/content/concepts-13.jpg	**79** (1.59%)	72 (1.60%)	0 (0.00%)	0.00
18.	/voh/images/content/concepts-2.jpg	**79** (1.59%)	74 (1.65%)	0 (0.00%)	0.00
19.	/voh/images/content/concepts-7.jpg	**75** (1.51%)	63 (1.40%)	0 (0.00%)	0.00
20.	/voh/images/content/concepts2-1-2.jpg	**75** (1.51%)	64 (1.43%)	0 (0.00%)	0.00
21.	/voh/images/content/concepts-14.jpg	**69** (1.39%)	63 (1.40%)	0 (0.00%)	0.00
22.	/voh/images/content/concepts-12.jpg	**67** (1.35%)	62 (1.38%)	0 (0.00%)	0.00

23. /voh/images/content/concepts-15.jpg	67 (1.35%)	53 (1.18%)	0 (0.00%)	0.00
24. /voh/images/content/3-1.pdf	66 (1.33%)	37 (0.82%)	0 (0.00%)	0.00
25. /voh/images/content/exhibits-24.jpg	66 (1.33%)	57 (1.27%)	0 (0.00%)	0.00
26. /voh/images/content/exhibits-27.jpg	65 (1.31%)	62 (1.38%)	0 (0.00%)	0.00
27. /voh/images/content/concepts-20.jpg	59 (1.18%)	55 (1.23%)	0 (0.00%)	0.00
28. /voh/images/content/exhibits-9.jpg	59 (1.18%)	55 (1.23%)	0 (0.00%)	0.00
29. /voh/images/content/exhibits-26.jpg	58 (1.16%)	48 (1.07%)	0 (0.00%)	0.00
30. /voh/images/content/concepts-4.jpg	57 (1.14%)	56 (1.25%)	0 (0.00%)	0.00
31. /voh/images/content/2a-1.pdf	55 (1.10%)	52 (1.16%)	0 (0.00%)	0.00
32. /voh/images/content/concepts-18.jpg	53 (1.06%)	48 (1.07%)	0 (0.00%)	0.00
33. /voh/images/content/exhibits-10.jpg	53 (1.06%)	49 (1.09%)	0 (0.00%)	0.00
34. /voh/images/content/1a-5.pdf	47 (0.94%)	44 (0.98%)	0 (0.00%)	0.00
35. /voh/images/content/concepts-6.jpg	46 (0.92%)	45 (1.00%)	0 (0.00%)	0.00
36. /voh/images/content/concepts-21.jpg	44 (0.88%)	43 (0.96%)	0 (0.00%)	0.00
37. /voh/images/content/concepts-9.jpg	44 (0.88%)	41 (0.91%)	0 (0.00%)	0.00
38. /voh/images/content/1a-2.pdf	43 (0.86%)	41 (0.91%)	0 (0.00%)	0.00
39. /voh/images/content/1a-4.pdf	43 (0.86%)	42 (0.94%)	0 (0.00%)	0.00
40. /voh/images/content/concepts-8.jpg	43 (0.86%)	29 (0.65%)	0 (0.00%)	0.00
41. /voh/images/content/exhibits-13.jpg	43 (0.86%)	40 (0.89%)	0 (0.00%)	0.00
42. /voh/images/content/exhibits-15.jpg	42 (0.84%)	33 (0.74%)	0 (0.00%)	0.00
43. /voh/images/content/2c-1.pdf	41 (0.82%)	35 (0.78%)	0 (0.00%)	0.00
44. /voh/images/content/concepts2-2-2.jpg	40 (0.80%)	34 (0.76%)	0 (0.00%)	0.00
45. /voh/images/content/concepts-17.jpg	39 (0.78%)	34 (0.76%)	0 (0.00%)	0.00
46. /voh/images/content/concepts-16.jpg	37 (0.74%)	33 (0.74%)	0 (0.00%)	0.00
47. /voh/images/content/exhibits-25.jpg	34 (0.68%)	32 (0.71%)	0 (0.00%)	0.00
48. /voh/images/content/2b-1.pdf	33 (0.66%)	22 (0.49%)	0 (0.00%)	0.00
49. /ConfigurationFactSheets_October2015_V2.pdf	32 (0.64%)	24 (0.53%)	0 (0.00%)	0.00
50. /voh/images/content/1a-3.pdf	32 (0.64%)	32 (0.71%)	0 (0.00%)	0.00

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Top Events

Oct 12, 2015 - Nov 22, 2015

ALL » EVENT CATEGORY: youtube

VOH Visitors
7.18%

Explorer

Event

	Event Action	Event Label	Total Events	Unique Events	Event Value	Avg. Value
	VOH Visitors		5,881 % of Total: 48.26% (12,186)	429 % of Total: 7.18% (5,978)	0 % of Total: 0.00% (0)	0.00 Avg for View: 0.00 (0.00%)
1.	play	KDbj9Aymhcg:One Express Lane + Downtown Direct Connection	381 (6.48%)	231 (5.00%)	0 (0.00%)	0.00
2.	pause	KDbj9Aymhcg:One Express Lane + Downtown Direct Connection	280 (4.76%)	123 (2.66%)	0 (0.00%)	0.00
3.	0%	KDbj9Aymhcg:One Express Lane + Downtown Direct Connection	229 (3.89%)	225 (4.87%)	0 (0.00%)	0.00
4.	play	UqX6r7_Eat8:Two Express Lanes + Elevated Ramps Near Barton Skyway	213 (3.62%)	90 (1.95%)	0 (0.00%)	0.00
5.	25%	KDbj9Aymhcg:One Express Lane + Downtown Direct Connection	199 (3.38%)	199 (4.30%)	0 (0.00%)	0.00
6.	pause	UqX6r7_Eat8:Two Express Lanes + Elevated Ramps Near Barton Skyway	194 (3.30%)	67 (1.45%)	0 (0.00%)	0.00
7.	50%	KDbj9Aymhcg:One Express Lane + Downtown Direct Connection	185 (3.15%)	185 (4.00%)	0 (0.00%)	0.00
8.	75%	KDbj9Aymhcg:One Express Lane + Downtown Direct Connection	171 (2.91%)	171 (3.70%)	0 (0.00%)	0.00
9.	90%	KDbj9Aymhcg:One Express Lane + Downtown Direct Connection	163 (2.77%)	163 (3.53%)	0 (0.00%)	0.00
10.	pause	bohGJHAWh1w:Two Express Lanes + Downtown Direct Connection	163 (2.77%)	63 (1.36%)	0 (0.00%)	0.00
11.	play	WAn1G-9vjbo:How community input is helping to shape mobility improvements along MoPac	144 (2.45%)	76 (1.64%)	0 (0.00%)	0.00
12.	play	bohGJHAWh1w:Two Express Lanes + Downtown Direct Connection	143 (2.43%)	69 (1.49%)	0 (0.00%)	0.00
13.	100%	KDbj9Aymhcg:One Express Lane + Downtown Direct Connection	127 (2.16%)	127 (2.75%)	0 (0.00%)	0.00
14.	0%	UqX6r7_Eat8:Two Express Lanes + Elevated Ramps Near Barton Skyway	108 (1.84%)	103 (2.23%)	0 (0.00%)	0.00
15.	pause	WAn1G-9vjbo:How community input is helping to shape mobility improvements along MoPac	96 (1.63%)	36 (0.78%)	0 (0.00%)	0.00
16.	25%	UqX6r7_Eat8:Two Express Lanes + Elevated Ramps Near Barton Skyway	95 (1.62%)	91 (1.97%)	0 (0.00%)	0.00
17.	pause	WsPX_JUA5Ao:How community input is helping to shape mobility improvements along MoPac, continued	94 (1.60%)	20 (0.43%)	0 (0.00%)	0.00
18.	0%	bohGJHAWh1w:Two Express Lanes + Downtown Direct Connection	92 (1.56%)	91 (1.97%)	0 (0.00%)	0.00
19.	50%	UqX6r7_Eat8:Two Express Lanes + Elevated Ramps Near Barton Skyway	92 (1.56%)	88 (1.90%)	0 (0.00%)	0.00

20.	25%	bohGJHAWh1w:Two Express Lanes + Downtown Direct Connection	83	(1.41%)	82	(1.77%)	0 (0.00%)	0.00
21.	75%	UqX6r7_Eat8:Two Express Lanes + Elevated Ramps Near Barton Skyway	83	(1.41%)	79	(1.71%)	0 (0.00%)	0.00
22.	90%	UqX6r7_Eat8:Two Express Lanes + Elevated Ramps Near Barton Skyway	81	(1.38%)	77	(1.67%)	0 (0.00%)	0.00
23.	0%	WAn1G-9vjbo:How community input is helping to shape mobility improvements along MoPac	80	(1.36%)	78	(1.69%)	0 (0.00%)	0.00
24.	50%	bohGJHAWh1w:Two Express Lanes + Downtown Direct Connection	77	(1.31%)	76	(1.64%)	0 (0.00%)	0.00
25.	play	WsPX_JUA5Ao:How community input is helping to shape mobility improvements along MoPac, continued	77	(1.31%)	25	(0.54%)	0 (0.00%)	0.00
26.	25%	WAn1G-9vjbo:How community input is helping to shape mobility improvements along MoPac	72	(1.22%)	72	(1.56%)	0 (0.00%)	0.00
27.	75%	bohGJHAWh1w:Two Express Lanes + Downtown Direct Connection	70	(1.19%)	69	(1.49%)	0 (0.00%)	0.00
28.	50%	WAn1G-9vjbo:How community input is helping to shape mobility improvements along MoPac	67	(1.14%)	67	(1.45%)	0 (0.00%)	0.00
29.	90%	bohGJHAWh1w:Two Express Lanes + Downtown Direct Connection	67	(1.14%)	66	(1.43%)	0 (0.00%)	0.00
30.	100%	UqX6r7_Eat8:Two Express Lanes + Elevated Ramps Near Barton Skyway	64	(1.09%)	61	(1.32%)	0 (0.00%)	0.00
31.	play	p5_3h02p_3E:MoPac South Environmental Study Dynamic Traffic Study of Downtown Street Grid	61	(1.04%)	35	(0.76%)	0 (0.00%)	0.00
32.	75%	WAn1G-9vjbo:How community input is helping to shape mobility improvements along MoPac	57	(0.97%)	57	(1.23%)	0 (0.00%)	0.00
33.	90%	WAn1G-9vjbo:How community input is helping to shape mobility improvements along MoPac	56	(0.95%)	56	(1.21%)	0 (0.00%)	0.00
34.	100%	bohGJHAWh1w:Two Express Lanes + Downtown Direct Connection	49	(0.83%)	49	(1.06%)	0 (0.00%)	0.00
35.	100%	WAn1G-9vjbo:How community input is helping to shape mobility improvements along MoPac	49	(0.83%)	49	(1.06%)	0 (0.00%)	0.00
36.	play	SisN_Bm20i4:Ladybird Lake Area Traffic Simulation	48	(0.82%)	32	(0.69%)	0 (0.00%)	0.00
37.	0%	SisN_Bm20i4:Ladybird Lake Area Traffic Simulation	42	(0.71%)	42	(0.91%)	0 (0.00%)	0.00
38.	0%	WsPX_JUA5Ao:How community input is helping to shape mobility improvements along MoPac, continued	39	(0.66%)	39	(0.84%)	0 (0.00%)	0.00
39.	25%	SisN_Bm20i4:Ladybird Lake Area Traffic Simulation	38	(0.65%)	38	(0.82%)	0 (0.00%)	0.00
40.	25%	WsPX_JUA5Ao:How community input is helping to shape mobility improvements along MoPac, continued	38	(0.65%)	38	(0.82%)	0 (0.00%)	0.00
41.	50%	WsPX_JUA5Ao:How community input is helping to shape mobility improvements along MoPac, continued	38	(0.65%)	38	(0.82%)	0 (0.00%)	0.00
42.	pause	p5_3h02p_3E:MoPac South Environmental Study Dynamic Traffic Study of Downtown Street Grid	38	(0.65%)	19	(0.41%)	0 (0.00%)	0.00
43.	pause	SisN_Bm20i4:Ladybird Lake Area Traffic Simulation	38	(0.65%)	24	(0.52%)	0 (0.00%)	0.00
44.	75%	WsPX_JUA5Ao:How community input is helping to shape mobility improvements along MoPac, continued	36	(0.61%)	36	(0.78%)	0 (0.00%)	0.00
45.	0%	Kxo4V3dSzZY:Two Express Lanes without Downtown Direct Connection	35	(0.60%)	34	(0.74%)	0 (0.00%)	0.00
46.	0%	p5_3h02p_3E:MoPac South Environmental Study Dynamic Traffic Study of Downtown Street Grid	35	(0.60%)	33	(0.71%)	0 (0.00%)	0.00
47.	50%	SisN_Bm20i4:Ladybird Lake Area Traffic Simulation	35	(0.60%)	35	(0.76%)	0 (0.00%)	0.00
48.	90%	WsPX_JUA5Ao:How community input is helping to shape mobility improvements along MoPac, continued	34	(0.58%)	34	(0.74%)	0 (0.00%)	0.00
49.	exit	KDbj9Aymhcg:One Express Lane + Downtown Direct Connection	34	(0.58%)	33	(0.71%)	0 (0.00%)	0.00
50.	0%	GF_DXIYRHKc:One Express Lane without Downtown Direct Connection	33	(0.56%)	33	(0.71%)	0 (0.00%)	0.00

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Attachment H
Community Survey Forms

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MoPac South
ENVIRONMENTAL STUDY

Community Survey Summary

Conducted for Open House #4

Held November 10, 2015 at Palmer Events Center, Austin, Texas

During the Open House and concurrent Virtual Open House, participants were afforded the opportunity to provide additional input via a community survey. The survey is not a scientific poll. The results only reflect the view of those Open House and Virtual Open House participants that chose to participate.

Summary

- Forty seven community surveys were received between October 31, 2015 and November 19, 2015. Twenty-seven were received via www.MoPacSouth.com and twenty were received at the Open House on November 10, 2015.
- Sixteen of twenty-six respondents do not like the One Express Lane + Downtown Direct Connection configuration. Four out of twenty-six specifically prefer two lanes over one.
- Common suggestions made for improving the One Express Lane + Downtown Direct Connection configuration are building two express lanes, building HOV lanes, and adding mass transit including busses and light rail.
- Major concerns for the One Express Lane + Downtown Direct Connection configuration include elevating the roadway over the Lady Bird Lake; loss of native vegetation along the west ROW of MoPac between Bee Caves and Liberty Park Drive; destruction of Zilker Park; and tolling.
- Fourteen of twenty respondents did not like the One Express Lane Without Downtown Direct Connection configuration, several citing a need for downtown access and greater potential for traffic jams and bottlenecks.
- Suggestions for improving the One Express Lane Without Downtown Direct Connection configuration include preventing the necessity to weave over three lanes, building a direct connection to downtown, and making the new lanes general purpose lanes rather than tolled express lanes.
- Twelve of twenty-two respondents like some aspect of the Two Express Lanes + Downtown Direct Connection configuration, most citing allowance for growth, easier access in and out of downtown, and more efficient travel time.
- Common concerns for the Two Express Lanes + Downtown Direct Connection configuration are the visual impacts of the elevated DCs.
- Fourteen out of fifteen respondents did not like the Two Express Lanes Without Downtown Direct Connection configuration, the majority citing that it would create a traffic bottleneck.
- Major concerns for the Two Express Lanes Without Downtown Direct Connection configuration are lack of access to downtown and general environmental concerns.

- Seven out of sixteen respondents like the Two Express Lanes + Elevated Ramps Near Barton Skyway configuration. Common reasons include improved travel time, no weaving, and no elevated structures over the lake.

- Eight out of sixteen respondents did not like the City of Austin Proposal citing opposition to the elevated ramps and no good access from Bee Cave Road to MoPac NB. Six respondents like the configuration citing the lack of elevated roads and good access to downtown.

- Common concerns about the City of Austin Proposal include taking parkland, negative impact on nearby residents, and creation of bottlenecks.

- When given a choice, the majority of respondents agree that traffic issues on MoPac South should be addressed by adding the maximum additional capacity possible within the existing right-of-way, as opposed to not addressing the issues because improvements would encourage more development.

- Forty-six percent of respondents agree that connecting express lanes to downtown Austin is important and don't have any concerns about elevating sections of the express lanes. Twenty-nine percent think that connecting the express lanes to downtown Austin is unimportant and no part of MoPac should be elevated anywhere as part of this project.

- The majority of respondents agree or strongly agree that the criteria evaluated for arriving at a recommended configuration for the Express lanes Alternative are appropriate.

- Respondents indicated the following improvements are the most important to them: addressing congestion problems in the vicinity of William Cannon Drive and MoPac by improving entrance and exit ramps; adding Texas Turnarounds at Barton Skyway to better facilitate access to MoPac (especially during events at Zilker Park); and adding an additional southbound general purpose lane south of William Cannon Drive.

- Responses to which environmental resources are of greatest concern were almost equal, with water quality, vegetation and threatened & endangered species, historic resources, and traffic, noise and air quality analyses all being considered "very important".

- The majority of respondents live in Southwest Austin and work in Central Austin.

- The majority of respondents heard about the Open House through the newspaper, and secondly, from email.

CONFIGURATION: One Express Lane + Downtown Direct Connection

Question 1:

What do you like about this configuration?

1	Nothing.
2	Not much. Instead turning MoPac into "I35 West", buyout toll road 130 and route thru traffic on it. The entire plan does not address how to reduce increasing traffic volume. Building more roads will just attract more car use.
3	Note – I am not responding to these questions because they all assume I agree with the fundamental assumption that the solution must be primarily automobile-centric – GK
4	Improves travel time
5	Downtown Direct Connect No Elevated Roads
6	Nothing – bad configuration
7	Nothing
8	It seems safe and makes sense.
9	I do not support this option.
10	Added lanes south of 71
11	Need 2 lanes
12	Nothing
13	Cesar Chavez is an important access to downtown
14	I do not like any of these plans
15	I guess it will move traffic faster and therefore encourage more vehicular traffic into the already-congested downtown area. It will also make the developers who are contributing to our southwesterly urban sprawl happy. It does seem less disruptive and damaging to the environment than any of the other options except the No Build alternative.
16	less visual impact downtown access
17	There is nothing that I like about this configuration.
18	New lanes
19	Nothing
20	Do not like this alternative. Prefer the two lanes in each direction alternative.
21	I do not like this configuration due to the elevated ramp in each direction.
22	The configuration is TERRIBLE! Everything you do makes traffic worse.
23	Direct access to Cesar Chavez
24	Nothing, Build two express lanes.
25	Improves the traffic flow into downtown from the south.
26	Not efficient. Does not add enough additional capacity for the cost.

Question 2:

What suggestions do you have for improving this configuration?

1	Do Not Build! Instead: HOV lanes & better mass transit!
2	Where are light rail options?
3	More Lanes
4	Hopeless – dump it
5	Exit at Rollingwood/Bee Caves, is tricky
6	More NB lanes crossing 71
7	No tolls
8	Can 15th St/Enfield also get easier?
9	I would recommend spending a whole lot less money on something that will actually serve to decrease traffic congestion. Toll roads for a limited few take next to no cars off other lanes. An HOV lane and extra express bus park and rides would reduce the number of cars on the road and preserve tax dollars and green space.
10	This configuration is probably the best option other than the No Build option so I don't have any suggestions for improving it. I live in a condo adjacent to the southbound MoPac service road between Bee Caves and Liberty Park I am very concerned about increased noise levels and exhaust pollution that will be generated by high-speed traffic coming off the bridge and heading south. Noise is already a big problem and black soot-like residue settles on my balcony and windows every day. I can't imagine how much worse the situation will be with even more traffic being encouraged to utilize this route. Be sure to maintain the existing native vegetation that serves as a buffer along the southbound service road between Bee Caves and Liberty Park Drive.
11	access to 5th/ 6th street
12	I would like to see another north-south roadway built that can take pressure off of mopac altogether. ONE extra lane going either way is a band aid that will not help enough right now and will not carry us into the next decade even. The disruption to mopac during the process will not be tolerable for a period of time long enough to complete this project. The area around Zilker park and the greenbelt needs to be left alone, not destroyed by construction crews.
13	Make both lanes switch to northbound at midnight and to southbound at noon. Off-peak we still have plenty of capacity in either direction. It's the commuter swing that matters.
14	None
15	Eliminate elevated ramps.
16	STOP adding toll lanes!
17	N/A
18	Build two express lanes.
19	Adopt a two lane version.

Question 3:

Please list any comments or questions you may have about this configuration.

1	Concerns: Edwards Aquifer recharge zone – negative impact to environment. Negative impact to Austin High School & Townlake Trail. The proposed plan will not help traffic flow; it will just make the gridlock @ Cesar Chavez & Townlake worse!
2	Inadequate selection options provided throughout this survey. Where are the no build or light rail or other mass transit options?
3	Single lane express lane between Cesar Chavez and US 290 is bad – big bottleneck for drivers from/to north of downtown
4	I understand that Rollingwood residents have already nixed the idea. I tend to agree given that the lake and trail are the heart of our city.
5	I support no build, express/HOV lane created with paint, better bus service for outlying areas through investing in park and rides.
6	Go back to the environmental studies; 35-45-mopac
7	No further elevation over the lake please
8	Does Cesar Chavez backup
9	Please make a serious, concerted effort to maintain the existing vegetation on the west ROW of MoPac between Bee Caves and Liberty Park Drive. This native vegetation is dense and tall and provides excellent sound and sight buffering between the Liberty Park condominiums and the southbound traffic on MoPac. This existing natural buffer is far taller and more effective than any wall you might construct to protect our neighborhood. Please be sure it is not damaged during any construction activity. Thank you.
10	How does this impact Austin High?
11	Would any new roads (no matter what the configuration) be tolled? That is not a viable solution. Any new road that is built needs to be paid in some other way than tolls to solve the traffic problem as fully as possible. We have already seen that people are not willing to use tolled roads as readily as free (130). Charging desperate people a toll is just cruel.
12	I think that there must already be plans for alternative to adding a second level to the span crossing Lady Bird lake. That second level is extraordinarily intrusive from the Zilker park point of view.
13	Study the entire loop and it's effect on north Mopac
14	Again it is a terrible idea. As always, whatever the people want and need you do NOT do. Austin traffic is horrible and you idiots make it worse and worse with every corporate idea you come up with. You have already been told a thousand times what could make traffic better. But, you do not care. You are corporate controlled.
15	Why add 1 lane when you can add 2? Austin is growing, not shrinking.

CONFIGURATION: One Express Lane Without Downtown Direct Connection

Question 4:

What do you like about this configuration?

1	Nothing
2	Not much. HOV preferred to more toll lanes.
3	N/A – Don't Build
4	Nothing – bad configuration
5	This is a recipe for injuries and deaths with people trying to cross lanes of traffic
6	Least efficient – would be obsolete before completion
7	I don't think DC are needed
8	Nothing
9	Nothing
10	No new elevated structure; No new downtown access -
11	It seems like this will slow down traffic and create more of a bottleneck than currently exists.
12	access to North Austin
13	Nothing
14	NA
15	I like that there is no elevated ramp.
16	There's an express lane
17	We need downtown access, do not build this.
18	This option will give better protection to neighborhoods and to our almost sacred spaces – Barton Creek, the Hike and Bike Trail, Zilker Park, and Lady Bird Lake. . . than elevated structures and two lanes in each direction.
19	Not a thing. A crazy idea and a waste of money.
20	Makes even less sense as the majority of traffic at peak periods is going to or coming from downtown and this alternative would cause a traffic jam trying to merge back out of express lanes in time to cross to old exit ramps.

Question 5:

What suggestions do you have for improving this configuration?

1	Do Not Build!
2	Do not build.
3	Don't Build
4	None – dump it
5	Build frontage from 71 to 360
6	Do a complete environmental study
7	Skips downtown, but Austin downtown is growing and a top asset
8	I prefer the No Build option so I don't have any suggestions for improving it. I live in a condo adjacent to the southbound MoPac service road between Bee Caves and Liberty Park I am very concerned about increased noise levels and exhaust pollution that will be generated by high-speed traffic coming off the bridge and heading south. Noise is already a big problem and black soot-like residue settles on my balcony and windows every day. I can't imagine how much worse the situation will be with even more traffic being encouraged to utilize this route. Be sure to maintain the existing native vegetation that serves as a buffer along the southbound service road between Bee Caves and Liberty Park Drive.
9	prevent weaving / trying to get over three lanes
10	None
11	Move the entrance to the express lanes even farther south to allow more time for merging but yikes still
12	Build a direct connection to Downtown.
13	Make the new lanes just new general purpose lanes and not tolled express lanes.
14	Extend it to 1st street (Ceasar ChAVez) and can the weave across.
15	Reject this alternative.

Question 6:

Please list any comments or questions you may have about this configuration.

1	Many, see 1st configuration, paint/build HOV lanes
2	I don't like the N.B. access from the express lanes to downtown as they have to weave across the general purpose lanes. Likewise, SB traffic from downtown has to weave across the gen. purpose lanes to access the express lanes.
3	N/A
4	See previous comments
5	Really – is this even an option?
6	Please make a serious, concerted effort to maintain the existing vegetation on the west ROW of MoPac between Bee Caves and Liberty Park Drive. This native vegetation is dense and tall and provides excellent sound and sight buffering between the Liberty Park condominiums and the southbound traffic on MoPac. This existing natural buffer is far taller and more effective than any wall you might construct to protect our neighborhood. Please be sure it is not damaged during any construction activity. Thank you.
7	Reevaluate all options
8	The whole merging across three lanes idea is not good, even if you have a mile to do so, traffic studies show merging cars cause traffic back up, if everyone for instance on IH 35 downtown that was not exiting downtown was forced to use the left most lane, there would be a smidgen of improvement!
9	PLEASE!
10	Who thought of this idea? Someone with a helicopter?
11	Why add 1 lane when you can add 2? Austin is growing, not shrinking.

CONFIGURATION: Two Express Lanes + Downtown Direct Connection

Question 7:

What do you like about this configuration?

1	Nothing
2	HOV lane options over toll roads.
3	Capacity for future growth of Austin and direct connector will help insurance reliable travel time to the CBD.
4	Great access in and out of downtown w/o impacting the general purpose lanes. Best travel times.
5	Nice w/multiple access points
6	Great option – DCs make sense except for "visual" impact
7	Most logical and efficient.
8	I do not support this option
9	No
10	This is the most efficient alternative by far.
11	Nothing
12	True two lane with access to downtown
13	This is the least desirable alternative. I do not like anything about it. It encourages too much traffic into the already congested downtown area.
14	move traffic, access to downtown
15	Build this.
16	Nothing
17	Allows for express connection into downtown and connection to North MoPac lanes
18	I do not like this configuration because there is an elevated ramp.
19	More express lanes!
20	Like two express lanes and the direct 12onnect.
21	Nothing. It will ruin the look and feel of Lady Bird Lake, Zilker Park, the Hike and Bike Trail and Barton Springs.
22	Seems to allow for some future growth.

Question 8:

What suggestions do you have for improving this configuration?

1	Do not build! No elevated structures! Build HOV lanes.
2	Eliminate north bound entrance ramp for Barton Skyway. Ramp serves as a que jumper and merge lane is too short.
3	Keeps the 3 lanes from Monterey Oaks to Davis!! Big ++
4	None – has great lane balance – no apparent bottleneck, except for access from downtown to G.P. lanes – needs improvement
5	None at this time.
6	See above
7	I live in a condo adjacent to the southbound MoPac service road between Bee Caves and Liberty Park I am very concerned about increased noise levels and exhaust pollution that will be generated by high-speed traffic coming off the bridge and heading south. Noise is already a big problem and black soot-like residue settles on my balcony and windows every day. I can't imagine how much worse the situation will be with even more traffic being encouraged to utilize this route. Be sure to maintain the existing native vegetation that serves as a buffer along the southbound service road between Bee Caves and Liberty Park Drive.
8	None
9	Reduce the impacts to Lamar Beach
10	Eliminate elevated ramp.
11	For the two express lanes which must merge to one to exit Cesar Chavez, make sure there's lots of room for them to merge into one
12	Do not construct any elevated roads or bridges.

Question 9:

Please list any comments or questions you may have about this configuration.

1	See above (1st configuration). Do paint HOV lanes!
2	I've heard that many folks are not in support of this option out of concern for visual height of the DCs. It's important to point out that MoPac to the north is much higher than these DCs would be. Also, users of the hike/bike bridge under MoPac would have a difficult time even seeing the new DC bridge.
3	Don't like the Elevated Road
4	The "Two Express lanes + elevated ramps near Barton Skyway" is a bit better option – because it seems to accomplish same LOS, but without the visual impact @ the lake.
5	I don't think 2 lanes and DC are needed
6	Does Cesar Chavez backup
7	How would you propose to ameliorate the negative impact of noise and additional pollution on the residents living in the Liberty Park Condominiums adjacent to MoPac south of the river between Bee Caves and Liberty Park Drive? How will you protect the existing noise and pollution barrier provided by the native vegetation on the ROW west of the southbound service road in this area?
8	Impact on Austin High?
9	Study the full loop and evaluate all options
10	I do not like the elevated structure around Zilker and prefer the Barton Skyway elevated ramp plan.

CONFIGURATION: Two Express Lanes Without Downtown Direct Connection

Question 10:

What do you like about this configuration?

1	Nothing
2	No more toll roads. Buyout existing toll roads to encourage their use.
3	No
4	Not good. Do not like it – will create a bottleneck NB where the ML exits S. of Barton Skyway.
5	I do not support this option
6	No
7	Nothing
8	No dwtwn connection; No new elevated structure
9	Not much. Seems like it will create a major bottleneck in the area.
10	Must have direst connections to downtown!
11	Nothing
12	NA
13	I like that there is no elevated ramp and no direct access to express lanes from downtown. This option is probably best option being considered because it would allow express lane to continue north uninterrupted and have a second lane for merging to exit ramp.
14	Two Express lanes!
15	NOTHING

Question 11:

What suggestions do you have for improving this configuration?

1	Do Not Build!
2	Dump it
3	See previous comments.
4	None
5	Eliminate the toll.
6	See my comments for configuration two- similar to this configuration but with only one express lane
7	Do not build it!
8	Add a direct connection and can the weave. That is, add a fly-over.

Question 12:

Please list any comments or questions you may have about this configuration.

1	Environmental concerns!!!! This configuration will not help gridlock!
2	DCs are needed in/out of downtown.
3	No improvements for access from downtown to MoPac South – not good
4	I do not think the merge option is safe! For AHS kids or people merging onto MoPac who need to drive north. It will only make a bad situation worse.
5	Do a complete environmental study of what connecting 35 to 45 to mopac
6	Will access into downtown work? Will Cesar Chavez backup
7	See previous comments.
8	Study the entire loop and honestly evaluate the effect on the environment, the neighborhoods and Austin
9	This is the best option with the least amount of damage to the city of Austin.

CONFIGURATION: Two Express Lanes + Elevated Ramps Near Barton Skyway

Question 13:

What do you like about this configuration?

1	Nothing
2	Nothing. HOV lanes are preferable.
3	This is my second favorite option – provides great improvement in travel time and no weave across the main lanes for access to the express lanes.
4	No
5	Best Option. Excellent option – good lane balance, no apparent bottlenecks NB.
6	Like the 1st option, it makes sense and seems safe. I think it's better to move the flyover south. It will be less impactful for those enjoying the lake or trail on Town lake. It seems like a thoughtful plan and solution.
7	I do not support this option.
8	Moves elevation off lake, maintains good access.
9	This was the best one. Good job.
10	Nothing
11	TERRIBLE! Too much negative impact to residents adjacent to MoPac in the Liberty Park Condominiums.
12	Nothing
13	I do not like this option because there are elevated ramps.
14	I need a visual but this sounds like the express lane NB empties into far right lane so no merging required to get to Cesar Chavez, that's good
15	YES, YES, YES. We need to invest in the two express lanes, include a direct connect to Downtown. I like the elevated structures at Barton Skyway where they do not impact the views of downtown and zilker park.
16	Not much. It seems to help south of Barton Skyway, but not improve things very much going north of Barton Skyway into downtown. Since I see little traffic exiting at Barton Skyway or Bee Caves (no more than enters on the north bound ramp), I see little value on this proposal.

Question 14:

What suggestions do you have for improving this configuration?

1	Do Not Build.
2	No toll roads.
3	Need to improve access from downtown on 5th Street – check out city's "jug handle" idea
4	Southbound exit at Rollingwood/Bee Caves is very tricky – with people coming up the road from Rollingwood at Zilker. Would a yield sign help? How will you manage a bottleneck of people entering toll road vs exiting MoPac?
5	Do a complete survey on what connecting 35 to 45 to mopac!
6	Eliminate it from consideration.
7	None
8	Eliminate the elevated ramps.
9	Add a ramp to extend direct access from toll lanes to Cesar ChaVez.

Question 15:

Please list any comments or questions you may have about this configuration.

1	No elevated structures! No dbl. decker! No fly overs!
2	Best option!
3	This makes drivers have to commit too soon.
4	Thank you for adding sidewalk! I live in Treemont and people park there for ACL. It's important to keep people , cyclists, and drivers safe.
5	Concerned about weave between Bee Cave and Downtown Ramps
6	TERRIBLE! Too much negative impact to residents adjacent to MoPac in the Liberty Park Condominiums.
7	Be creative and evaluate how technology can help. Don't be Houston! It does not work!!
8	Please build this.

CONFIGURATION: City of Austin Proposal

Question 16:

What do you like about this configuration?

1	Nothing! Do Not Build! No to fly overs, dbl.. deckers & more toll lanes!
2	Express lane connection to/from US 290 west
3	No elevated roads – visually better; More lanes the better – as soon as they build the connect from Buda to SH 45 South this will be perfect
4	It is ingenous but has problems associated with it, like no good access from Bee Caves road to MoPac NB
5	I do not support this option, but it keeps flyovers away from the waterfront.
6	I like this [member indicates bottom bullet under configuration description: "Access from downtown…"]
7	I like this too.
8	This is the absolute worst proposal and will have the most negative impact on homeowners in the Liberty Park Condominiums between Bee Caves and Liberty Park Drive.
9	Lamar and 6th Street need help! What about road separation and pedestrian safety?
10	Nothing
11	nothing
12	I do not like this option because it includes elevated ramps.
13	Works for me
14	2nd best option, but still prefer the Barton Skyway plan.
15	Nothing.
16	LAB turnaround to enable 6th St traffic to go south on Mopac without the left turn light. That light causes significant backups. This turnaround could be added to any of the plans without modification.

Question 17:

What suggestions do you have for improving this configuration?

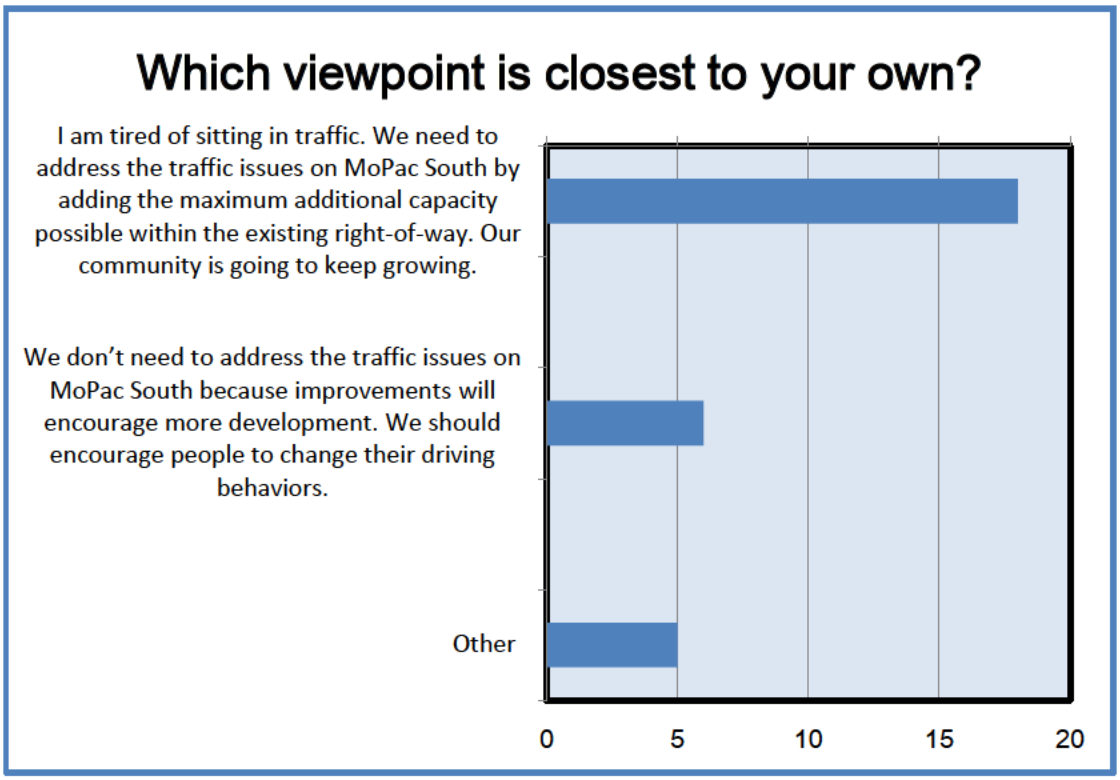
1	Do Not Build! Instead: paint HOV lanes; invest in rapid transit (better busses and light rail)
2	Keep 3 lanes from Monterey Oaks Blvd to Davis Lane; Keep 3 lanes from Gaines Ranch to Monterey Oaks; If you build it they will use it.
3	None – like the jug handle idea for the connection from 5th St. to go south on MoPac.
4	Reduce the height of the elevated structures or put the new lanes underground.
5	None
6	Eliminate the elevated ramps.
7	NO elevated structures.
8	Make it two lane in both directions, all segments. Make access lanes two lanes. Change south bound tie in point to north of the river.
9	Preventing westbound Bee Cave from going northbound on Mopac without first diverting south the the Skyway turnaround is a horrible idea. That specific combination has extremely high traffic, and this will make it worse. Southbound Mopac suggestions would get the job done, but seems to be excessively complicated.

Question 18:

Please list any comments or questions you may have about this configuration.

1	Study all of the connecting segments as a whole, before any of it is built.
2	I don't understand how parkland can be acquired for the project when there are other viable alternatives.
3	Express way exit to Davis Lane needs to be closer to William Cannon. Too many people will try to cross 3 lanes of traffic to exit Davis going south.
4	Single lane South of US 290 makes sense to avoid bottlenecks at the ML junctions w/290; overall, a well thought out option
5	Not truly realistic
6	Please do not take any part of the lake or Zilker. These are important parts of our city and must be preserved.
7	Bottleneck at SB William Cannon; design speed is awful for some ramps; Bee Cave connection is under designed
8	How can this be accomplished with tremendous negative impact on nearby residents. Noise and pollution area already a big problem for those of us living next to MoPac.
9	This is not the city of Austin's proposal. The Council does not endorse this.
10	What is not shown here, or I guess on any of these descriptions in this survey, is right-of-way requirements, I read elsewhere this one takes land from Zilker Park but as long as its just open parkland that's fine by me
11	From Barton Skyway to the North there are many residential units that would be ruined by all this. I live I one of 46 condos - not million dollar homes but units that are very modest in price -- at Liberty Park Drive. The noise, the innate ugliness, the loss of what little land and trees we currently have to protect us from Mopac - these are compelling reasons for not choosing this configuration.
12	Should the last word in the 2nd bullet be "exit" and not "exist"

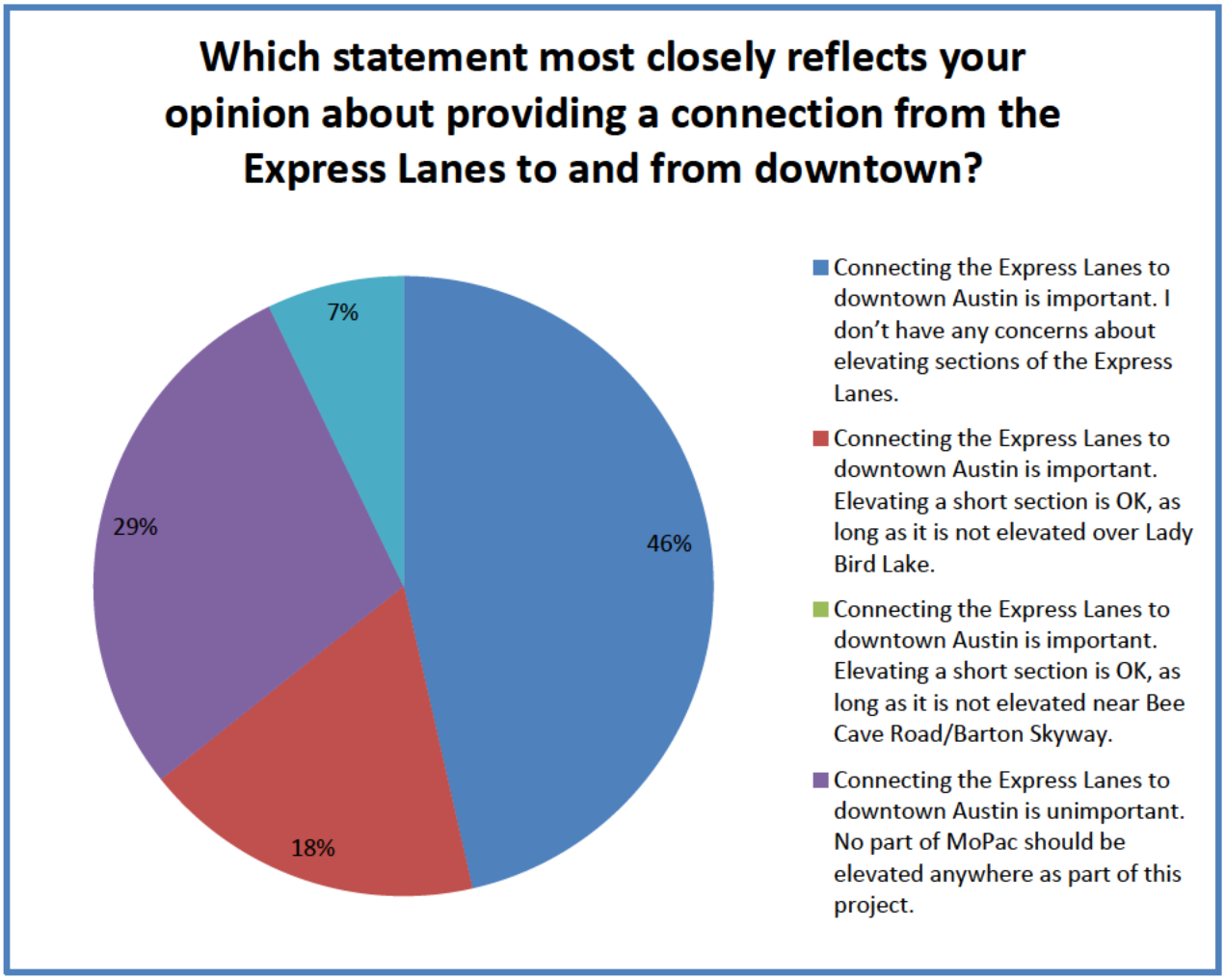
Question 19:



Other/Comments:

1. Inadequate choices! I am tired of traffic. We need HOV Lanes and better rapid transit.
2. No more toll roads.
3. Think outside this box you have painted.
4. Some of both.
5. I drive approx. 200-300 miles per wk between 35 N + Southwest Parkway and live in Treemont.
6. No build.
7. But these plans do not adequately solve the problem when toll is designed for very few cars to keep toll road moving.
8. I am tired of traffic. We should encourage people to change their driving behaviors. [circled by member]

Question 20:



Comments:

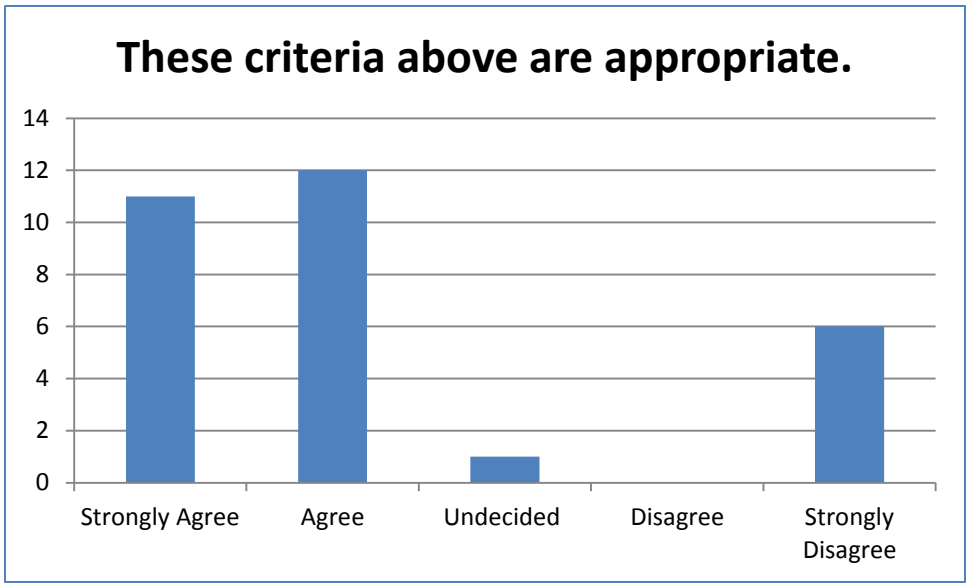
1. No more toll roads! No elevated roads!
2. None of the above.
3. We need to direct people downtown so we have an urban core rather than sprawl.
4. Express lanes/HOV lane by restriping, build park & rides, not new lanes.

Question 21:

In order to arrive at a recommended configuration for the Express lanes Alternative, each configuration will be evaluated using the following criteria:

- Reduce Congestion delay and provide travel time savings for all roadway users
    - Reduce congestion delay and optimize capacity utilization
    - Maximize travel time savings
    - Serve all roadway users
- Be constructible without unnecessary impacts to the natural and human environment
- Facilitate congestion management
    - Increase opportunities for transit and ridesharing

Please indicate how much you agree with the following statement.

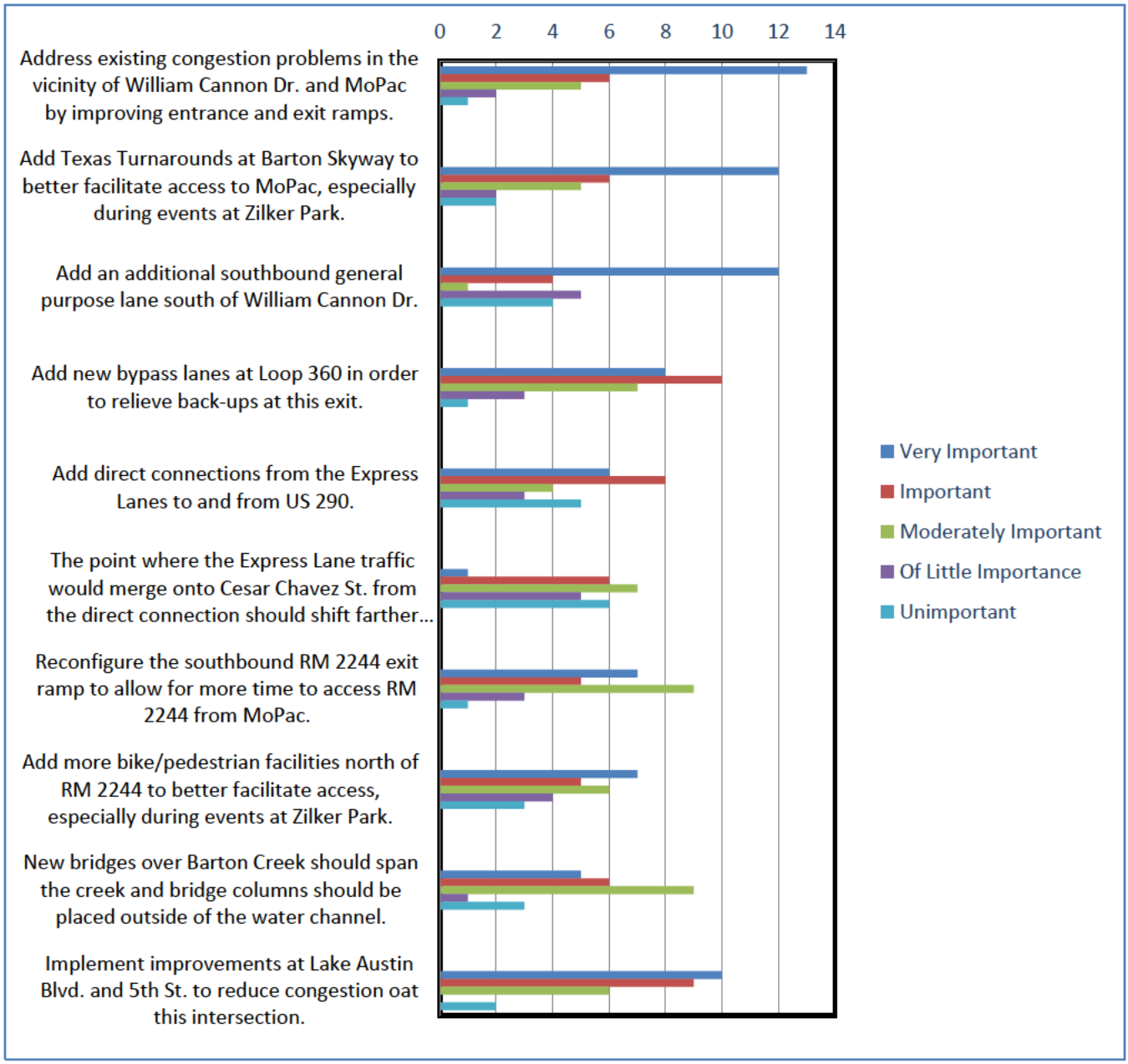


Comment(s):

1. Our quality of life (and that of our environment) are being assaulted in these proposals!!! We need HOV lanes and better rapid transit (busses and light rail, gondola, etc.)

Question 22:

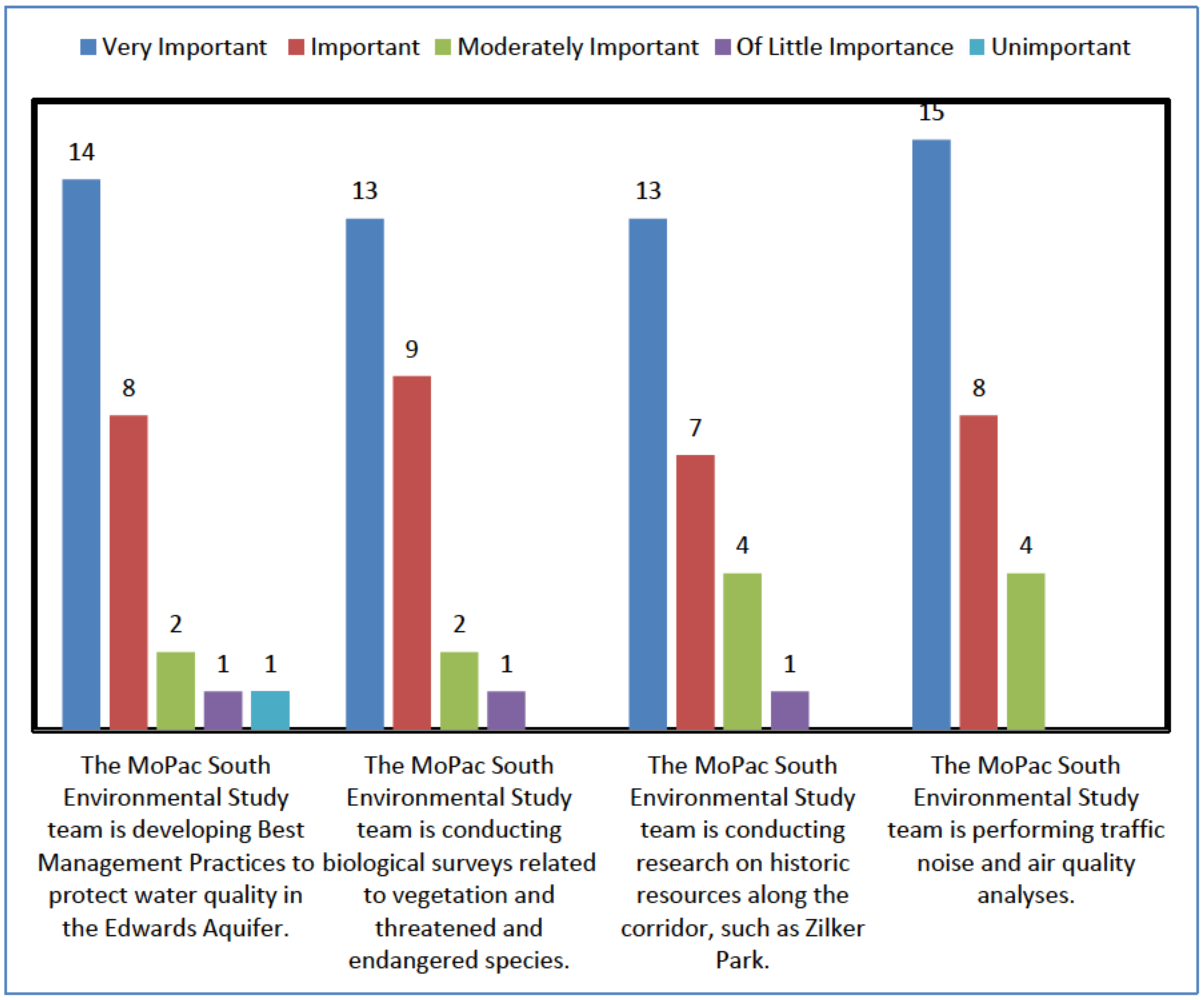
Please indicate how important each of the following improvements are to you.



Comments:

1. Assumes an express la.
2. Kids should be prioritized
3. Do partner w/Austin for best local solution
4. No express lanes downtown – so they can sit in traffic?
5. No further elevation
6. Restripe Mopac

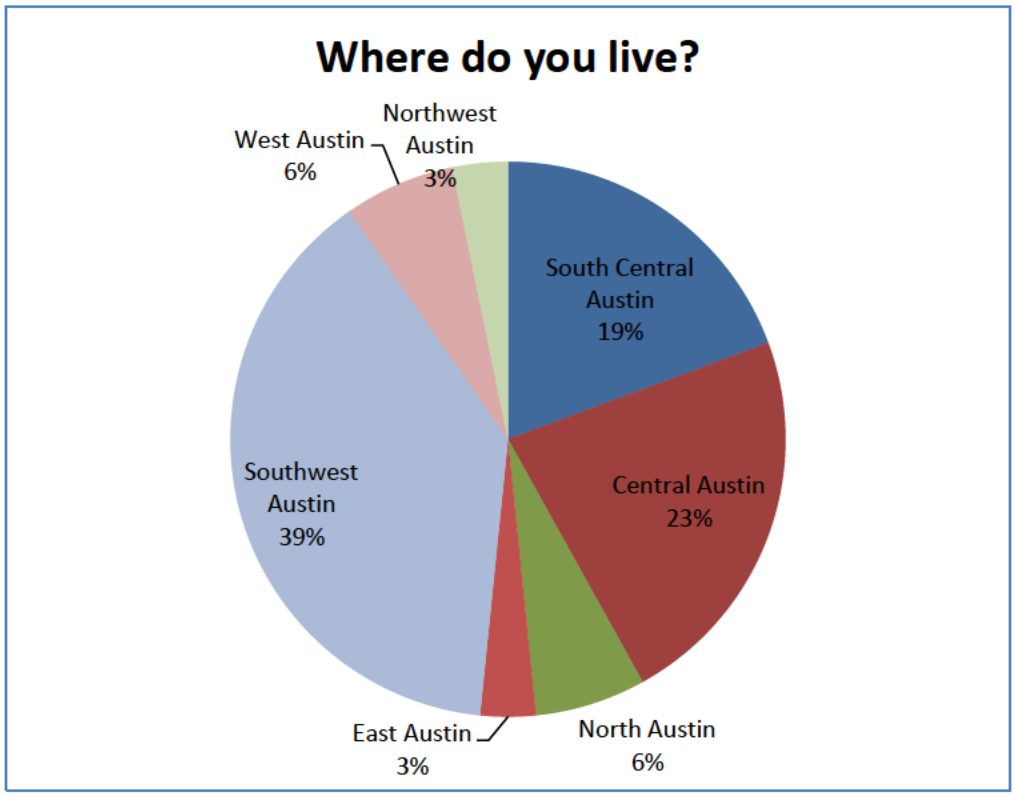
Question 23:
Please indicate how important the following facts are to you.



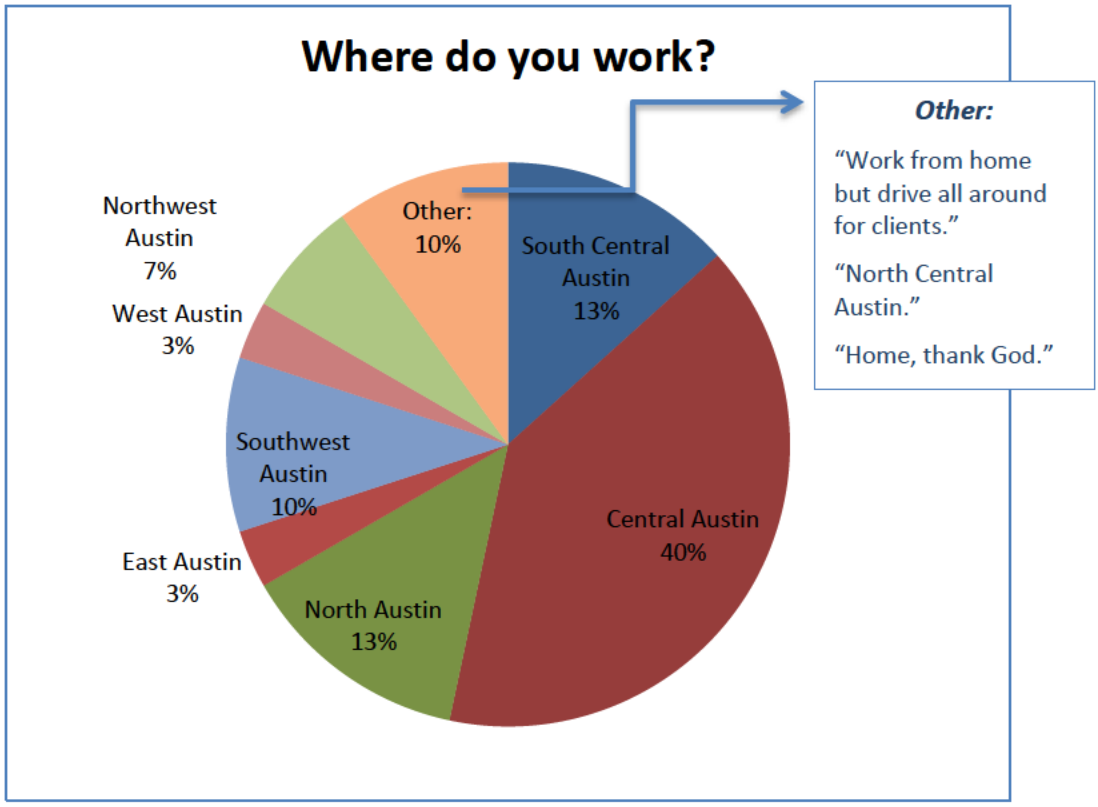
Comments:

1. Light rail options?
2. Are these facts? DISAGREE
3. Study 35-45-MoPac

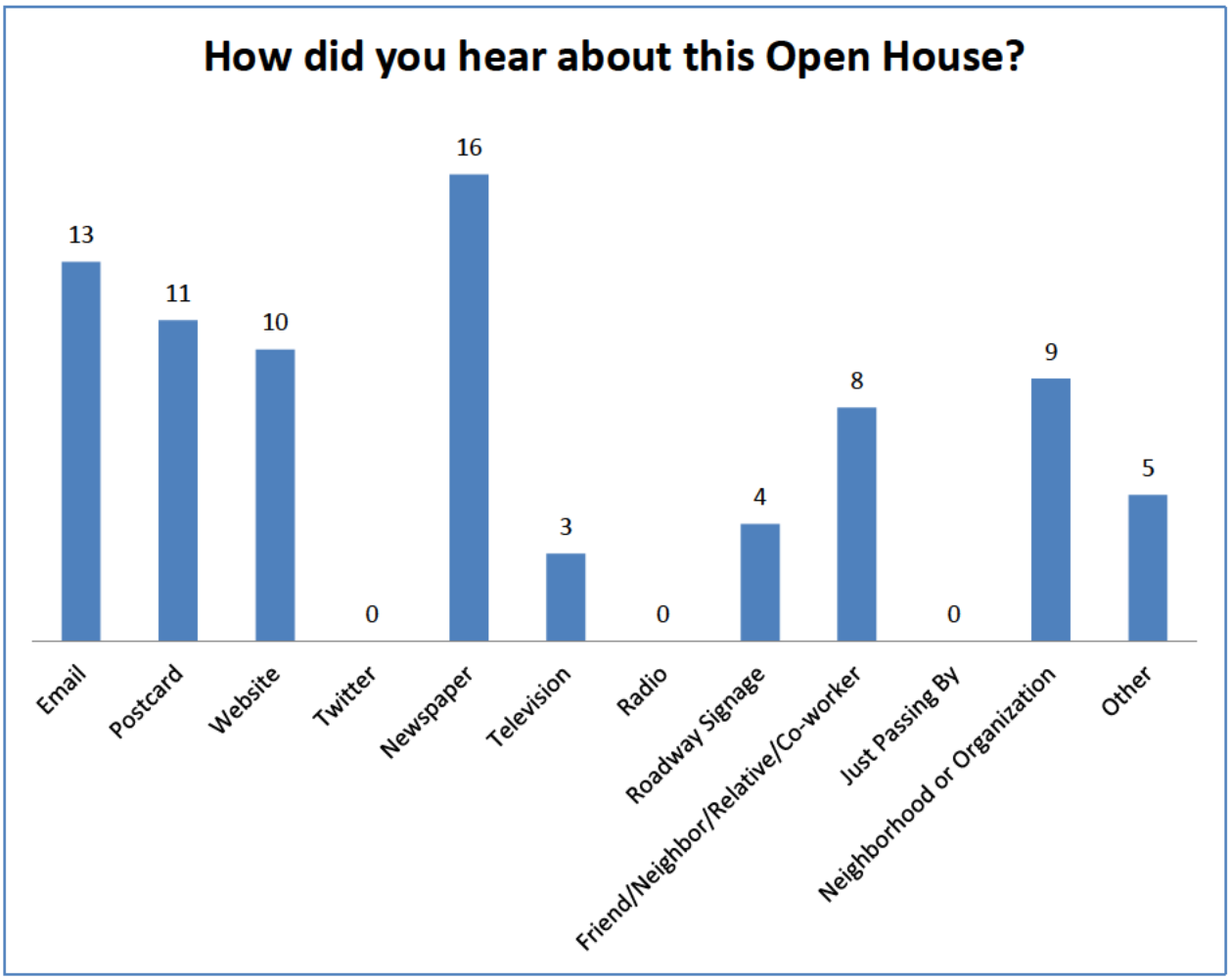
Question 24:



Question 25:



Question 26:



Other:

1. CNU, AIA, APT
2. Chamber briefing by CTRMA
3. I follow road work ideas due to living South
4. City of Austin Mobility News

Neighborhood Organizations:

1. SoBro (South Brodie Neighborhood Alliance)
2. Nextdoor email listserve
3. West Austin Neighborhood Group

Comments:

1. Great coverage in Austin Statesman 11/8/15.
2. This whole questionnaire is biased toward building more roads – not on moving people more efficiently. We need HOV lanes and better mass transit (busses and rail/gondola, etc.). Not more roads at all costs!!!

MoPac South
ENVIRONMENTAL STUDY

Open House – November 10, 2015

COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac South Environmental Study. Please share your thoughts with the study team.

Several operational configurations for the Express Lanes Alternative have been evaluated by the study team. Please review the Open House exhibits to learn more about each configuration, then answer the following questions.

CONFIGURATION: One Express Lane + Downtown Direct Connection

- Number of Express Lanes in Each Direction: One
- Access to Downtown: One-lane, elevated direct connect ramp in each direction, to and from Cesar Chavez Street
- New Elevated Structure: One northbound and one southbound ramp near Cesar Chavez Street (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)

What do you like about this configuration?

NOTHING

What suggestions do you have for improving this configuration?

DO NOT BUILD!
Instead: HOV lanes + better mass transit!

Please list any comments or questions you may have about this configuration.

Concerns: Edwards Aquifer recharge zone — negative impact to envirnment. Negative impact to Austin High School + Townlake Trail. The proposed plan will not help traffic flow; it will just make the gridlock @ Cesar Chavez + Townlake worse.!

CONFIGURATION: One Express Lane Without Downtown Direct Connection

- Number of Express Lanes in Each Direction: One
- Access to Downtown (Northbound): Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
- Access from Downtown (Southbound): Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- New Elevated Structure: None

What do you like about this configuration?

NOTHING

#1

What suggestions do you have for improving this configuration?

Do NOT BUILD!

Please list any comments or questions you may have about this configuration.

many, see 1st configuration
part/build HOV Lanes

CONFIGURATION: Two Express Lanes + Downtown Direct Connection

- Number of Express Lanes in Each Direction: Two
- Access to Downtown: One-lane, elevated direct connect ramp in each direction, to and from Cesar Chavez Street
- New Elevated Structure: One northbound and one southbound ramp near Cesar Chavez Street. (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)

What do you like about this configuration?

NOTHING

What suggestions do you have for improving this configuration?

Do NOT BUILD!
No elevated structures! BUILD HOV Lanes.

Please list any comments or questions you may have about this configuration.

See above (1st configuration)

Do part / ~~Do not~~ HOV Lanes!

CONFIGURATION: Two Express Lanes Without Downtown Direct Connection

- Number of Express Lanes in Each Direction: Two
- Access to Downtown (Northbound): Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
- Access from Downtown (Southbound): Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- New Elevated Structure: None

What do you like about this configuration?

Nothing!

What suggestions do you have for improving this configuration?

Do Not Build!

Please list any comments or questions you may have about this configuration.

Environmental concerns!!!!
This Configuration will Not help gridlock!

CONFIGURATION: Two Express Lanes + Elevated Ramps Near Barton Skyway

- Number of Express Lanes in Each Direction: Two
- Access to Downtown (Northbound): Exit Express Lanes using new elevated ramp near Barton Skyway and enter right-most general purpose lane south of Lady Bird Lake in order to access the existing Cesar Chavez St./5th St. exit
- Access from Downtown (Southbound): Once on southbound MoPac, get in the right-most general purpose lane in order to enter the Express Lanes using new elevated ramp near Barton Skyway
- New Elevated Structure: One northbound and one southbound ramp near Barton Skyway (approximately 30 feet above existing pavement)

What do you like about this configuration?

Nothing!

What suggestions do you have for improving this configuration?

Do Not Build.

Please list any comments or questions you may have about this configuration.

No elevated structures!
No dbl. decker! No fly overs!

CONFIGURATION: City of Austin Proposal

- Number of Express Lanes in Each Direction: Two between Cesar Chavez Street and US 290; One between US 290 and Slaughter Lane
- Access to Downtown (Northbound): Exit Express Lanes using new one-lane, elevated exit ramp to northbound collector distributor road north of Barton Skyway and over Lady Bird Lake in order to access the existing Cesar Chavez St./5th St. exist
- Access from Downtown (Southbound): From Lake Austin Blvd., enter the new collector-distributor road over Lady Bird Lake and use the new one-lane, elevated entrance ramp north of Barton Skyway to enter the Express Lanes
- New Elevated Structure: One northbound and one southbound ramp near Barton Skyway (approximately 30 feet above existing pavement); new northbound and southbound collector-distributor road bridges over Lady Bird Lake

What do you like about this configuration?

Nothing! Do Not Build!
No to fly overs, dbl. deckers & MORE toll lanes!

What suggestions do you have for improving this configuration?

Do NOT BUILD!
Instead: paint HOV lanes; invest in rapid transit (better busses AND Light RAIL)

Please list any comments or questions you may have about this configuration.

Study all of the connecting segments as a whole, before ANY of it is built.

MOPAC SOUTH ENVIRONMENTAL STUDY COMMUNITY SURVEY

Inadequate choices!

Which viewpoint is closest to your own? (select one):

____I am tired of sitting in traffic. We need to address the traffic issues on MoPac South by adding the maximum additional capacity possible within the existing right-of-way. Our community is going to keep growing.

____We don't need to address the traffic issues on MoPac South because improvements will encourage more development. We should encourage people to change their driving behaviors.

A – I am tired of traffic. We need HOV Lanes + better rapid transit

Which statement most closely reflects your opinion about providing a connection from the Express Lanes to and from downtown? (select one):

____Connecting the Express Lanes to downtown Austin is important. I don't have any concerns about elevating sections of the Express Lanes.

____Connecting the Express Lanes to downtown Austin is important. Elevating a short section is OK, as long as it is not elevated over Lady Bird Lake.

____Connecting the Express Lanes to downtown Austin is important. Elevating a short section is OK, as long as it is not elevated near Bee Cave Road/Barton Skyway.

____Connecting the Express Lanes to downtown Austin is unimportant. No part of MoPac should be elevated anywhere as part of this project. NO MORE TOLL ROADS! NO Elevated Roads!

In order to arrive at a recommended configuration for the Express Lanes Alternative, each configuration will be evaluated using the following criteria:

- *Reduce congestion delay and provide travel time savings for all roadway users*
  - *Reduce congestion delay and optimize capacity utilization*
  - *Maximize travel time savings*
  - *Serve all roadway users*
- *Be constructible without unnecessary impacts to the natural and human environment.*
- *Facilitate congestion management*
  - *Increase opportunities for transit and ridesharing*

Please indicate how much you agree with the following statement. (select one):

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
These criteria listed above are appropriate.	○	○	○	○	●

Our Quality of Life (and that of our environment) are being assaulted in these proposals!!! We need HOV Lanes and better rapid transit (buses + light rail, gondola etc.

With help from community stakeholders, local governments and transportation partners, the study team has incorporated several improvements into the Express Lane Alternative. Please indicate how important each of the following improvements are to you. (select one):

	Very Important	Important	Moderately Important	Of Little Importance	Unimportant
Address existing congestion problems in the vicinity of William Cannon Dr. and MoPac by improving entrance and exit ramps.	○	○	○	○	●
Add Texas Turnarounds at Barton Skyway to better facilitate access to MoPac, especially during events at Zilker Park.	○	○	○	○	●
Add an additional southbound general purpose lane south of William Cannon Dr.	○	○	○	○	●
Add new bypass lanes at Loop 360 in order to relieve back-ups at this exit.	○	○	●	○	○
Add direct connections from the Express Lanes to and from US 290.	○	○	○	○	●
The point where the Express Lane traffic would merge onto Cesar Chavez St. from the direct connection should shift farther east past Austin High School.	○	○	○	○	●
Reconfigure the southbound RM 2244 exit ramp to allow for more time to access RM 2244 from MoPac.	○	○	○	○	●
Add more bike/pedestrian facilities north of RM 2244 to better facilitate access, especially during events at Zilker Park.	●	○	○	○	○
New bridges over Barton Creek should span the creek and bridge columns should be placed outside of the water channel.	●	○	○	○	○
Implement improvements at Lake Austin Blvd. and 5th St. to reduce congestion at this intersection.	●	○	○	○	○

Please indicate how important the following facts are to you. (select one answer per question/statement):

	Very Important	Important	Moderately Important	Of Little Importance	Unimportant
The MoPac South Environmental Study team is developing Best Management Practices to protect water quality in the Edwards Aquifer.	●	○	○	○	○
The MoPac South Environmental Study team is conducting biological surveys related to vegetation and threatened and endangered species.	●	○	○	○	○
The MoPac South Environmental Study team is conducting research on historic resources along the corridor, such as Zilker Park.	●	○	○	○	○
The MoPac South Environmental Study team is performing traffic noise and air quality analyses.	●	○	○	○	○

Very important!!!

MOPAC SOUTH ENVIRONMENTAL STUDY COMMUNITY SURVEY

Where do you live? (Select one)

___ South Central Austin	___ Southeast Austin	___ Southwest Austin
X Central Austin	___ East Austin	___ West Austin
___ North Austin	___ Northeast Austin	___ Northwest Austin
___ Buda	___ Kyle	___ Dripping Springs
___ Wimberley	___ San Marcos	___ East Travis County
___ West Travis County	___ Williamson County	___ Other

If "Other," please specify: _____

Where do you work? (Select one)

X South Central Austin	___ Southeast Austin	___ Southwest Austin
X Central Austin	___ East Austin	___ West Austin
___ North Austin	___ Northeast Austin	___ Northwest Austin
___ Buda	___ Kyle	___ Dripping Springs
___ Wimberley	___ San Marcos	___ East Travis County
___ West Travis County	___ Williamson County	___ Other

If "Other," please specify: _____

How did you hear about this Open House? (Select all that apply)

___ Email from the MoPac South Environmental Study team
___ Postcard from the MoPac South Environmental Study team
___ MoPac South Environmental Study website
___ Twitter
___ Newspaper: _____
___ Television station: _____
___ Radio station: _____
___ Roadway signage
___ Friend/neighbor/relative/co-worker
___ Just passing by
___ Neighborhood or organization: _____
___ Other: Keep MoPAC LOCAL.ORG

* This whole questionaire is biased towards building more ROADS — Not on moving people more efficiently. We need HOV Lanes & better mass transit (buses & rail/gondola, etc.). NOT MORE ROADS at all costs!!!

MoPac South
ENVIRONMENTAL STUDY

Open House – November 10, 2015

COMMUNITY SURVEY

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- New Elevated Structure: One northbound and one southbound ramp near Cesar Chavez Street (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)

What do you like about this configuration? NOT MUCH. INSTEAD TURN 6 MOPAC INTO "I35 WEST", BUYOUT TOLL ROAD 130 AND ROUTE THRU TRAFFIC ON IT.

THE ENTIRE PLAN DOES NOT ADDRESS HOW TO REDUCE INCREASING TRAFFIC VOLUME. BUILDING MORE ROADS WILL JUST ATTRACT MORE CAR USE.

What suggestions do you have for improving this configuration? WHERE ARE 48 LIGHT RAIL OPTIONS?

Please list any comments or questions you may have about this configuration.

INADEQUATE SELECTION OPTIONS PROVIDED THROUGHOUT THIS SURVEY. WHERE ARE THE NO BUILD OR LIGHT RAIL OR OTHER MASS TRANSIT OPTIONS?

CONFIGURATION: One Express Lane Without Downtown Direct Connection

- Number of Express Lanes in Each Direction: One
- Access to Downtown (Northbound): Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
- Access from Downtown (Southbound): Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- New Elevated Structure: None

What do you like about this configuration? NOT MUCH.

HOV PREFERRED TO MORE TOLL LANES.

What suggestions do you have for improving this configuration?

DO NOT BUILD.

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes + Downtown Direct Connection

- Number of Express Lanes in Each Direction: Two
- Access to Downtown: One-lane, elevated direct connect ramp in each direction, to and from Cesar Chavez Street
- New Elevated Structure: One northbound and one southbound ramp near Cesar Chavez Street. (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)

What do you like about this configuration?

HOV LANE OPTIONS OVER TOLL ROADS.

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes Without Downtown Direct Connection

- Number of Express Lanes in Each Direction: Two
- Access to Downtown (Northbound): Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
- Access from Downtown (Southbound): Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- New Elevated Structure: None

What do you like about this configuration?

NO MORE TOLL ROADS.
BUYOUT EXISTING TOLL ROADS TO ENCOURAGE THEIR USE.

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes + Elevated Ramps Near Barton Skyway

- Number of Express Lanes in Each Direction: Two
- Access to Downtown (Northbound): Exit Express Lanes using new elevated ramp near Barton Skyway and enter right-most general purpose lane south of Lady Bird Lake in order to access the existing Cesar Chavez St./5th St. exit
- Access from Downtown (Southbound): Once on southbound MoPac, get in the right-most general purpose lane in order to enter the Express Lanes using new elevated ramp near Barton Skyway
- New Elevated Structure: One northbound and one southbound ramp near Barton Skyway (approximately 30 feet above existing pavement)

What do you like about this configuration?

NOTHING. HOV LANES ARE PREFERABLE.

What suggestions do you have for improving this configuration?

NO TOLL ROADS.

Please list any comments or questions you may have about this configuration.

CONFIGURATION: City of Austin Proposal

- Number of Express Lanes in Each Direction: Two between Cesar Chavez Street and US 290; One between US 290 and Slaughter Lane
- Access to Downtown (Northbound): Exit Express Lanes using new one-lane, elevated exit ramp to northbound collector distributor road north of Barton Skyway and over Lady Bird Lake in order to access the existing Cesar Chavez St./5th St. exist
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What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

Which viewpoint is closest to your own? (select one):

____I am tired of sitting in traffic. We need to address the traffic issues on MoPac South by adding the maximum additional capacity possible within the existing right-of-way. Our community is going to keep growing.

____We don't need to address the traffic issues on MoPac South because improvements will encourage more development. We should encourage people to change their driving behaviors.

✓ NO MORE TOLL ROADS.

Which statement most closely reflects your opinion about providing a connection from the Express Lanes to and from downtown? (select one):

____Connecting the Express Lanes to downtown Austin is important. I don't have any concerns about elevating sections of the Express Lanes.

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____Connecting the Express Lanes to downtown Austin is unimportant. No part of MoPac should be elevated anywhere as part of this project.

✓ NONE OF THE ABOVE

In order to arrive at a recommended configuration for the Express Lanes Alternative, each configuration will be evaluated using the following criteria:

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  - *Reduce congestion delay and optimize capacity utilization*
  - *Maximize travel time savings*
  - *Serve all roadway users*
- *Be constructible without unnecessary impacts to the natural and human environment.*
- *Facilitate congestion management*
  - *Increase opportunities for transit and ridesharing*

Please indicate how much you agree with the following statement. (select one):

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
These criteria listed above are appropriate.	○	○	○	○	⊘

With help from community stakeholders, local governments and transportation partners, the study team has incorporated several improvements into the Express Lane Alternative. Please indicate how important each of the following improvements are to you. (select one):

	Very Important	Important	Moderately Important	Of Little Importance	Unimportant
Address existing congestion problems in the vicinity of William Cannon Dr. and MoPac by improving entrance and exit ramps.	o	o	✓	o	o
Add Texas Turnarounds at Barton Skyway to better facilitate access to MoPac, especially during events at Zilker Park.	o	o	o	o	o
Add an additional southbound general purpose lane south of William Cannon Dr.	o	o	o	o	o
Add new bypass lanes at Loop 360 in order to relieve back-ups at this exit.	o	o	✓	o	o
Add direct connections from the Express Lanes to and from US 290.	o	o	o	o	✓
The point where the Express Lane traffic would merge onto Cesar Chavez St. from the direct connection should shift farther east past Austin High School.	✓	o	o	o	o
Reconfigure the southbound RM 2244 exit ramp to allow for more time to access RM 2244 from MoPac.	o	o	o	o	o
Add more bike/pedestrian facilities north of RM 2244 to better facilitate access, especially during events at Zilker Park.	o	o	o	o	o
New bridges over Barton Creek should span the creek and bridge columns should be placed outside of the water channel.	✓	o	o	o	o
Implement improvements at Lake Austin Blvd. and 5th St. to reduce congestion at this intersection.	✓	o	o	o	o

Please indicate how important the following facts are to you. (select one answer per question/statement):

	Very Important	Important	Moderately Important	Of Little Importance	Unimportant
The MoPac South Environmental Study team is developing Best Management Practices to protect water quality in the Edwards Aquifer.	✓	o	o	o	o
The MoPac South Environmental Study team is conducting biological surveys related to vegetation and threatened and endangered species.	✓	o	o	o	o
The MoPac South Environmental Study team is conducting research on historic resources along the corridor, such as Zilker Park.	✓	o	o	o	o
The MoPac South Environmental Study team is performing traffic noise and air quality analyses.	✓	o	o	o	o

LIGHT RAIL OPTIONS. ?

Where do you live? (Select one)

✓ South Central Austin	____ Southeast Austin	____ Southwest Austin
____ Central Austin	____ East Austin	____ West Austin
____ North Austin	____ Northeast Austin	____ Northwest Austin
____ Buda	____ Kyle	____ Dripping Springs
____ Wimberley	____ San Marcos	____ East Travis County
____ West Travis County	____ Williamson County	____ Other

If "Other," please specify: _____

Where do you work? (Select one)

____ South Central Austin	____ Southeast Austin	____ Southwest Austin
✓ Central Austin	____ East Austin	____ West Austin
____ North Austin	____ Northeast Austin	____ Northwest Austin
____ Buda	____ Kyle	____ Dripping Springs
____ Wimberley	____ San Marcos	____ East Travis County
____ West Travis County	____ Williamson County	____ Other

If "Other," please specify: _____

How did you hear about this Open House? (Select all that apply)

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- ____ Just passing by
- ____ Neighborhood or organization: _____
- ____ Other: _____

MoPac South
ENVIRONMENTAL STUDY

Open House – November 10, 2015

COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac South Environmental Study. Please share your thoughts with the study team.

Several operational configurations for the Express Lanes Alternative have been evaluated by the study team. Please review the Open House exhibits to learn more about each configuration, then answer the following questions.

CONFIGURATION: One Express Lane + Downtown Direct Connection

- Number of Express Lanes in Each Direction: One
- Access to Downtown: One-lane, elevated direct connect ramp in each direction, to and from Cesar Chavez Street
- New Elevated Structure: One northbound and one southbound ramp near Cesar Chavez Street (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)

What do you like about this configuration?

What suggestions do you have for improving this configuration?

NOTE – I AM NOT RESPONDING TO THESE QUESTIONS THE WAY THEY ARE ASKED BECAUSE I AGREE ALL ASSUME I WITH THE FUNDAMENTAL ASSUMPTION THAT THE SOLUTION MUST BE PRIMARILY AUTOMOBILE-CENTRIC (ETC

Please list any comments or questions you may have about this configuration.

CONFIGURATION: One Express Lane Without Downtown Direct Connection

- Number of Express Lanes in Each Direction: One
- Access to Downtown (Northbound): Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
- Access from Downtown (Southbound): Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- New Elevated Structure: None

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes + Downtown Direct Connection

- Number of Express Lanes in Each Direction: Two
- Access to Downtown: One-lane, elevated direct connect ramp in each direction, to and from Cesar Chavez Street
- New Elevated Structure: One northbound and one southbound ramp near Cesar Chavez Street. (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes Without Downtown Direct Connection

- Number of Express Lanes in Each Direction: Two
- Access to Downtown (Northbound): Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
- Access from Downtown (Southbound): Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- New Elevated Structure: None

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes + Elevated Ramps Near Barton Skyway

- Number of Express Lanes in Each Direction: Two
- Access to Downtown (Northbound): Exit Express Lanes using new elevated ramp near Barton Skyway and enter right-most general purpose lane south of Lady Bird Lake in order to access the existing Cesar Chavez St./5th St. exit
- Access from Downtown (Southbound): Once on southbound MoPac, get in the right-most general purpose lane in order to enter the Express Lanes using new elevated ramp near Barton Skyway
- New Elevated Structure: One northbound and one southbound ramp near Barton Skyway (approximately 30 feet above existing pavement)

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: City of Austin Proposal

- Number of Express Lanes in Each Direction: Two between Cesar Chavez Street and US 290; One between US 290 and Slaughter Lane
- Access to Downtown (Northbound): Exit Express Lanes using new one-lane, elevated exit ramp to northbound collector distributor road north of Barton Skyway and over Lady Bird Lake in order to access the existing Cesar Chavez St./5th St. exist
- Access from Downtown (Southbound): From Lake Austin Blvd., enter the new collector-distributor road over Lady Bird Lake and use the new one-lane, elevated entrance ramp north of Barton Skyway to enter the Express Lanes
- New Elevated Structure: One northbound and one southbound ramp near Barton Skyway (approximately 30 feet above existing pavement); new northbound and southbound collector-distributor road bridges over Lady Bird Lake

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

Which viewpoint is closest to your own? (select one):

____I am tired of sitting in traffic. We need to address the traffic issues on MoPac South by adding the maximum additional capacity possible within the existing right-of-way. Our community is going to keep growing.

____We don't need to address the traffic issues on MoPac South because ~~improvements will encourage more development.~~ We should encourage people to change their driving behaviors.

Which statement most closely reflects your opinion about providing a connection from the Express Lanes to and from downtown? (select one):

____Connecting the Express Lanes to downtown Austin is important. I don't have any concerns about elevating sections of the Express Lanes.

____Connecting the Express Lanes to downtown Austin is important. Elevating a short section is OK, as long as it is not elevated over Lady Bird Lake.

____Connecting the Express Lanes to downtown Austin is important. Elevating a short section is OK, as long as it is not elevated near Bee Cave Road/Barton Skyway.

____Connecting the Express Lanes to downtown Austin is unimportant. No part of MoPac should be elevated anywhere as part of this project.

In order to arrive at a recommended configuration for the Express Lanes Alternative, each configuration will be evaluated using the following criteria:

- *Reduce congestion delay and provide travel time savings for all roadway users*
  - *Reduce congestion delay and optimize capacity utilization*
  - *Maximize travel time savings*
  - *Serve all roadway users*
- *Be constructible without unnecessary impacts to the natural and human environment.*
- *Facilitate congestion management*
  - *Increase opportunities for transit and ridesharing*

Please indicate how much you agree with the following statement. (select one):

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
These criteria listed above are appropriate.	○	○	○	○	◉

With help from community stakeholders, local governments and transportation partners, the study team has incorporated several improvements into the Express Lane Alternative. Please indicate how important each of the following improvements are to you. (select one):

	Very Important	Important	Moderately Important	Of Little Importance	Unimportant
Address existing congestion problems in the vicinity of William Cannon Dr. and MoPac by improving entrance and exit ramps.	○	●	○	○	○
Add Texas Turnarounds at Barton Skyway to better facilitate access to MoPac, especially during events at Zilker Park.	○	●	○	○	○
Add an additional southbound general purpose lane south of William Cannon Dr.	○	○	○	○	●
Add new bypass lanes at Loop 360 in order to relieve back-ups at this exit.	○	○	●	○	○
Add direct connections from the Express Lanes to and from US 290.	○	○	○	○	●
The point where the Express Lane traffic would merge onto Cesar Chavez St. from the direct connection should shift farther east past Austin High School.	AGAIN ○	○	AND EXPOSE US TO		
Reconfigure the southbound RM 2244 exit ramp to allow for more time to access RM 2244 from MoPac.	○	○	●	○	○
Add more bike/pedestrian facilities north of RM 2244 to better facilitate access, especially during events at Zilker Park.	●	○	○	○	○
New bridges over Barton Creek should span the creek and bridge columns should be placed outside of the water channel.	○	○	●	○	○
Implement improvements at Lake Austin Blvd. and 5th St. to reduce congestion at this intersection.	○	○	●	○	○

Please indicate how important the following facts are to you. (select one answer per question/statement):

	Very Important	Important	Moderately Important	Of Little Importance	Unimportant
The MoPac South Environmental Study team is developing Best Management Practices to protect water quality in the Edwards Aquifer.	✓	○	○	○	○
The MoPac South Environmental Study team is conducting biological surveys related to vegetation and threatened and endangered species.	✓	○	○	○	○
The MoPac South Environmental Study team is conducting research on historic resources along the corridor, such as Zilker Park.	✓	○	○	○	○
The MoPac South Environmental Study team is performing traffic noise and air quality analyses.	✓	○	○	○	○

Where do you live? (Select one)

____ South Central Austin	____ Southeast Austin	____ Southwest Austin
____ Central Austin	____ East Austin (CENTRAL)	____ West Austin
____ North Austin	____ Northeast Austin	____ Northwest Austin
____ Buda	____ Kyle	____ Dripping Springs
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- ✓ Friend/neighbor/relative/co-worker
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- ✓ Other: CNU, AIA, APT

MoPac South
Environmental Study

Open House – November 10, 2015

COMMUNITY SURVEY

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- New Elevated Structure: One northbound and one southbound ramp near Cesar Chavez Street (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: One Express Lane Without Downtown Direct Connection

- Number of Express Lanes in Each Direction: One
- Access to Downtown (Northbound): Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
- Access from Downtown (Southbound): Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- New Elevated Structure: None

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes + Downtown Direct Connection

- Number of Express Lanes in Each Direction: Two
- Access to Downtown: One-lane, elevated direct connect ramp in each direction, to and from Cesar Chavez Street
- New Elevated Structure: One northbound and one southbound ramp near Cesar Chavez Street. (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)

What do you like about this configuration?

Capacity for future growth of Austin & Direct connector will help ensure reliable travel time to the CBD

What suggestions do you have for improving this configuration?

Eliminate North Bound Entrance Ramp for Barton Skyway. Ramp serves as a que jumper & merge lane is too short.

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes Without Downtown Direct Connection

- Number of Express Lanes in Each Direction: Two
- Access to Downtown (Northbound): Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
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- New Elevated Structure: None

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes + Elevated Ramps Near Barton Skyway

- Number of Express Lanes in Each Direction: Two
- Access to Downtown (Northbound): Exit Express Lanes using new elevated ramp near Barton Skyway and enter right-most general purpose lane south of Lady Bird Lake in order to access the existing Cesar Chavez St./5th St. exit
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What do you like about this configuration?

What suggestions do you have for improving this configuration?

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What suggestions do you have for improving this configuration?

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- *Facilitate congestion management*
  - *Increase opportunities for transit and ridesharing*

Please indicate how much you agree with the following statement. (select one):

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Add an additional southbound general purpose lane south of William Cannon Dr.	○	○	●	○	○
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Reconfigure the southbound RM 2244 exit ramp to allow for more time to access RM 2244 from MoPac.	●	○	○	○	○
Add more bike/pedestrian facilities north of RM 2244 to better facilitate access, especially during events at Zilker Park.	○	○	●	○	○
New bridges over Barton Creek should span the creek and bridge columns should be placed outside of the water channel.	○	○	●	○	○
Implement improvements at Lake Austin Blvd. and 5th St. to reduce congestion at this intersection.	○	●	○	○	○

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The MoPac South Environmental Study team is developing Best Management Practices to protect water quality in the Edwards Aquifer.	●	○	○	○	○
The MoPac South Environmental Study team is conducting biological surveys related to vegetation and threatened and endangered species.	●	○	○	○	○
The MoPac South Environmental Study team is conducting research on historic resources along the corridor, such as Zilker Park.	●	○	○	○	○
The MoPac South Environmental Study team is performing traffic noise and air quality analyses.	○	●	○	○	○

Where do you live? (Select one)

___ South Central Austin	___ Southeast Austin	✓ Southwest Austin
___ Central Austin	___ East Austin	___ West Austin
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___ Buda	___ Kyle	___ Dripping Springs
___ Wimberley	___ San Marcos	___ East Travis County
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✓ Newspaper: _____
___ Television station: _____
___ Radio station: _____
___ Roadway signage
___ Friend/neighbor/relative/co-worker
___ Just passing by
___ Neighborhood or organization: _____
✓ Other: Chamber Briefing by Stroma

MOPAC SOUTH ENVIRONMENTAL STUDY COMMUNITY SURVEY

Where do you live? (Select one)

___ South Central Austin	___ Southeast Austin	✓ Southwest Austin Cinnabar
___ Central Austin	___ East Austin	___ West Austin
___ North Austin	___ Northeast Austin	___ Northwest Austin
___ Buda	___ Kyle	___ Dripping Springs
___ Wimberley	___ San Marcos	___ East Travis County
___ West Travis County	___ Williamson County	___ Other

If "Other," please specify: _____

Where do you work? (Select one)

___ South Central Austin	___ Southeast Austin	___ Southwest Austin
✓ Central Austin DT CBD	___ East Austin	___ West Austin
___ North Austin	___ Northeast Austin	___ Northwest Austin
___ Buda	___ Kyle	___ Dripping Springs
___ Wimberley	___ San Marcos	___ East Travis County
___ West Travis County	___ Williamson County	___ Other

If "Other," please specify: _____

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___ Television station: _____
___ Radio station: _____
___ Roadway signage
___ Friend/neighbor/relative/co-worker
___ Just passing by
___ Neighborhood or organization: _____
✓ Other: I follow Trail work ideas due to Plans South

MoPac South
ENVIRONMENTAL STUDY

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- New Elevated Structure: One northbound and one southbound ramp near Cesar Chavez Street (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)

What do you like about this configuration?

nothing - bad configuration

What suggestions do you have for improving this configuration?

hopeless - dump it

Please list any comments or questions you may have about this configuration.

Single lane express lane between Cesar Chavez & US 290 is bad - big bottleneck for drivers from/to north of downtown.

CONFIGURATION: One Express Lane Without Downtown Direct Connection

- Number of Express Lanes in Each Direction: One
- Access to Downtown (Northbound): Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
- Access from Downtown (Southbound): Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- New Elevated Structure: None

What do you like about this configuration?

nothing - bad configuration

What suggestions do you have for improving this configuration?

none - dump it.

Please list any comments or questions you may have about this configuration.

see previous comments

CONFIGURATION: Two Express Lanes + Downtown Direct Connection

- Number of Express Lanes in Each Direction: Two
- Access to Downtown: One-lane, elevated direct connect ramp in each direction, to and from Cesar Chavez Street
- New Elevated Structure: One northbound and one southbound ramp near Cesar Chavez Street. (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)

What do you like about this configuration?

Great option - DCs make sense except for "visual" impact

What suggestions do you have for improving this configuration?

none-has great lane balance - no apparent bottleneck, except for access from downtown to G.P. lanes - needs improvement

Please list any comments or questions you may have about this configuration.

the "Two Express lanes + elevated ramps near Barton Skyway" is a bit better option - because it seems to accomplish same LOS, but without the visual impact @ the Lake.

CONFIGURATION: Two Express Lanes Without Downtown Direct Connection X

- Number of Express Lanes in Each Direction: Two
- Access to Downtown (Northbound): Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit Not good
- Access from Downtown (Southbound): Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- New Elevated Structure: None

What do you like about this configuration?

Do not like it - will create a bottleneck NB where the ML exits S. of Barton Skyway.

What suggestions do you have for improving this configuration?

Jump it

Please list any comments or questions you may have about this configuration.

no improvements for access from downtown to Mopac South - not good

CONFIGURATION: Two Express Lanes + Elevated Ramps Near Barton Skyway ✓ BEST OPTION

- Number of Express Lanes in Each Direction: Two
- Access to Downtown (Northbound): Exit Express Lanes using new elevated ramp near Barton Skyway and enter right-most general purpose lane south of Lady Bird Lake in order to access the existing Cesar Chavez St./5th St. exit
- Access from Downtown (Southbound): Once on southbound MoPac, get in the right-most general purpose lane in order to enter the Express Lanes using new elevated ramp near Barton Skyway
- New Elevated Structure: One northbound and one southbound ramp near Barton Skyway (approximately 30 feet above existing pavement)

What do you like about this configuration?

- Excellent option - good lane balance, no apparent bottlenecks NB. ~~Keeps traffic on~~ ~~only preferred option a bottleneck coming~~ ~~from downtown to go South, same as~~ ~~existing~~ good option

Which viewpoint is closest to your own? (select one):

X I am tired of sitting in traffic. We need to address the traffic issues on MoPac South by adding the maximum additional capacity possible within the existing right-of-way. Our community is going to keep growing.

___We don't need to address the traffic issues on MoPac South because improvements will encourage more development. We should encourage people to change their driving behaviors.

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Please indicate how much you agree with the following statement. (select one):

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
These criteria listed above are appropriate.	⊗	○	○	○	○

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Address existing congestion problems in the vicinity of William Cannon Dr. and MoPac by improving entrance and exit ramps.	X	○	○	○	○
Add Texas Turnarounds at Barton Skyway to better facilitate access to MoPac, especially during events at Zilker Park.	X	○	○	○	○
Add an additional southbound general purpose lane south of William Cannon Dr.	X	○	○	○	○
Add new bypass lanes at Loop 360 in order to relieve back-ups at this exit.	X	○	○	○	○
Add direct connections from the Express Lanes to and from US 290.	○	X	○	○	○
The point where the Express Lane traffic would merge onto Cesar Chavez St. from the direct connection should shift farther east past Austin High School.	○	○	X	○	○
Reconfigure the southbound RM 2244 exit ramp to allow for more time to access RM 2244 from MoPac.	○	X	○	○	○
Add more bike/pedestrian facilities north of RM 2244 to better facilitate access, especially during events at Zilker Park.	○	X	○	○	○
New bridges over Barton Creek should span the creek and bridge columns should be placed outside of the water channel.	X	○	○	○	○
Implement improvements at Lake Austin Blvd. and 5th St. to reduce congestion at this intersection.	○	X	○	○	○

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	Very Important	Important	Moderately Important	Of Little Importance	Unimportant
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The MoPac South Environmental Study team is conducting biological surveys related to vegetation and threatened and endangered species.	○	X	○	○	○
The MoPac South Environmental Study team is conducting research on historic resources along the corridor, such as Zilker Park.	○	X	○	○	○
The MoPac South Environmental Study team is performing traffic noise and air quality analyses.	○	X	○	○	○

MOPAC SOUTH ENVIRONMENTAL STUDY COMMUNITY SURVEY

Where do you live? (Select one)

___ South Central Austin	___ Southeast Austin	___ Southwest Austin
___ Central Austin	___ East Austin	___ West Austin
X North Austin	___ Northeast Austin	___ Northwest Austin
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___ Postcard from the MoPac South Environmental Study team
X MoPac South Environmental Study website
___ Twitter
___ Newspaper: _____
___ Television station: _____
___ Radio station: _____
___ Roadway signage
___ Friend/neighbor/relative/co-worker
___ Just passing by
___ Neighborhood or organization: _____
___ Other: _____

MoPac South
ENVIRONMENTAL STUDY

Open House – November 10, 2015

COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac South Environmental Study. Please share your thoughts with the study team.

Several operational configurations for the Express Lanes Alternative have been evaluated by the study team. Please review the Open House exhibits to learn more about each configuration, then answer the following questions.

CONFIGURATION: One Express Lane + Downtown Direct Connection

- Number of Express Lanes in Each Direction: One
- Access to Downtown: One-lane, elevated direct connect ramp in each direction, to and from Cesar Chavez Street
- New Elevated Structure: One northbound and one southbound ramp near Cesar Chavez Street (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)

What do you like about this configuration?

Down town Direct Connect

NO Elevated Roads

What suggestions do you have for improving this configuration?

More Lanes

Please list any comments or questions you may have about this configuration.

CONFIGURATION: One Express Lane Without Downtown Direct Connection

- Number of Express Lanes in Each Direction: One
- Access to Downtown (Northbound): Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
- Access from Downtown (Southbound): Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- New Elevated Structure: None

What do you like about this configuration?

N/A - Don't Build

#6a

MoPac South
Environmental Study

Open House – November 10, 2015

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What do you like about this configuration?

Improves travel time

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: One Express Lane Without Downtown Direct Connection

- Number of Express Lanes in Each Direction: One
- Access to Downtown (Northbound): Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
- Access from Downtown (Southbound): Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- New Elevated Structure: None

What do you like about this configuration?

#5

With help from community stakeholders, local governments and transportation partners, the study team has incorporated several improvements into the Express Lane Alternative. Please indicate how important each of the following improvements are to you. (select one):

	Very Important	Important	Moderately Important	Of Little Importance	Unimportant
Address existing congestion problems in the vicinity of William Cannon Dr. and MoPac by improving entrance and exit ramps.	○	○	○	○	○
Add Texas Turnarounds at Barton Skyway to better facilitate access to MoPac, especially during events at Zilker Park.	○	○	○	○	○
Add an additional southbound general purpose lane south of William Cannon Dr.	○	○	○	○	○
Add new bypass lanes at Loop 360 in order to relieve back-ups at this exit.	○	○	○	○	○
Add direct connections from the Express Lanes to and from US 290.	○	○	○	○	○
The point where the Express Lane traffic would merge onto Cesar Chavez St. from the direct connection should shift farther east past Austin High School.	○	○	○	○	○
Reconfigure the southbound RM 2244 exit ramp to allow for more time to access RM 2244 from MoPac.	○	○	○	○	○
Add more bike/pedestrian facilities north of RM 2244 to better facilitate access, especially during events at Zilker Park.	○	○	○	○	○
New bridges over Barton Creek should span the creek and bridge columns should be placed outside of the water channel.	○	○	○	○	○
Implement improvements at Lake Austin Blvd. and 5th St. to reduce congestion at this intersection.	○	○	○	○	○

Please indicate how important the following facts are to you. (select one answer per question/statement):

	Very Important	Important	Moderately Important	Of Little Importance	Unimportant
The MoPac South Environmental Study team is developing Best Management Practices to protect water quality in the Edwards Aquifer.	○	○	○	○	○
The MoPac South Environmental Study team is conducting biological surveys related to vegetation and threatened and endangered species.	○	○	○	○	○
The MoPac South Environmental Study team is conducting research on historic resources along the corridor, such as Zilker Park.	○	○	○	○	○
The MoPac South Environmental Study team is performing traffic noise and air quality analyses.	○	○	○	○	○

What suggestions do you have for improving this configuration?

Dont Build

Please list any comments or questions you may have about this configuration.

N/A

CONFIGURATION: Two Express Lanes + Downtown Direct Connection

- Number of Express Lanes in Each Direction: Two
- Access to Downtown: One-lane, elevated direct connect ramp in each direction, to and from Cesar Chavez Street
- New Elevated Structure: One northbound and one southbound ramp near Cesar Chavez Street. (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)

What do you like about this configuration?

Nice w/ multiple Access points

What suggestions do you have for improving this configuration?

Keeps the 3 lanes Am Monterey Oaks → Davis!!

Big ++

Please list any comments or questions you may have about this configuration.

Don't like the Elevated Road

CONFIGURATION: Two Express Lanes Without Downtown Direct Connection

- Number of Express Lanes in Each Direction: Two
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- Access from Downtown (Southbound): Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- New Elevated Structure: None

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes + Elevated Ramps Near Barton Skyway

- Number of Express Lanes in Each Direction: Two
- Access to Downtown (Northbound): Exit Express Lanes using new elevated ramp near Barton Skyway and enter right-most general purpose lane south of Lady Bird Lake in order to access the existing Cesar Chavez St./5th St. exit
- Access from Downtown (Southbound): Once on southbound MoPac, get in the right-most general purpose lane in order to enter the Express Lanes using new elevated ramp near Barton Skyway
- New Elevated Structure: One northbound and one southbound ramp near Barton Skyway (approximately 30 feet above existing pavement)

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: City of Austin Proposal

- Number of Express Lanes in Each Direction: Two between Cesar Chavez Street and US 290; One between US 290 and Slaughter Lane
- Access to Downtown (Northbound): Exit Express Lanes using new one-lane, elevated exit ramp to northbound collector distributor road north of Barton Skyway and over Lady Bird Lake in order to access the existing Cesar Chavez St./5th St. exist
- Access from Downtown (Southbound): From Lake Austin Blvd., enter the new collector-distributor road over Lady Bird Lake and use the new one-lane, elevated entrance ramp north of Barton Skyway to enter the Express Lanes
- New Elevated Structure: One northbound and one southbound ramp near Barton Skyway (approximately 30 feet above existing pavement); new northbound and southbound collector-distributor road bridges over Lady Bird Lake

What do you like about this configuration?

No Elevated Roads - Visually Better
More Lanes the Better - As soon as they Build
the Connect from Bndo to SH 45 South this will be perfect

What suggestions do you have for improving this configuration?

+ Keep 3 Lanes from Manterey Oaks Blvd → Davis Lane
+ Keep 3 Lanes from Grains Ranch → manterey Oaks

If you build it they will use it.

Please list any comments or questions you may have about this configuration.

Express Way exit to Davis Lane needs tobe closer to
William Cannon. Too Many People will try to Cross 3 lanes
of traffic to Exit Davis going South

Which viewpoint is closest to your own? (select one):

__✓__ I am tired of sitting in traffic. We need to address the traffic issues on MoPac South by adding the maximum additional capacity possible within the existing right-of-way. Our community is going to keep growing.

____ We don't need to address the traffic issues on MoPac South because improvements will encourage more development. We should encourage people to change their driving behaviors.

Which statement most closely reflects your opinion about providing a connection from the Express Lanes to and from downtown? (select one):

____ Connecting the Express Lanes to downtown Austin is important. I don't have any concerns about elevating sections of the Express Lanes.

__✓__ Connecting the Express Lanes to downtown Austin is important. Elevating a short section is OK, as long as it is not elevated over Lady Bird Lake.

____ Connecting the Express Lanes to downtown Austin is important. Elevating a short section is OK, as long as it is not elevated near Bee Cave Road/Barton Skyway.

____ Connecting the Express Lanes to downtown Austin is unimportant. No part of MoPac should be elevated anywhere as part of this project.

In order to arrive at a recommended configuration for the Express Lanes Alternative, each configuration will be evaluated using the following criteria:

- *Reduce congestion delay and provide travel time savings for all roadway users*
  - *Reduce congestion delay and optimize capacity utilization*
  - *Maximize travel time savings*
  - *Serve all roadway users*
- *Be constructible without unnecessary impacts to the natural and human environment.*
- *Facilitate congestion management*
  - *Increase opportunities for transit and ridesharing*

Please indicate how much you agree with the following statement. (select one):

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
These criteria listed above are appropriate.	⊘	○	○	○	○

With help from community stakeholders, local governments and transportation partners, the study team has incorporated several improvements into the Express Lane Alternative. Please indicate how important each of the following improvements are to you. (select one):

	Very Important	Important	Moderately Important	Of Little Importance	Unimportant
Address existing congestion problems in the vicinity of William Cannon Dr. and MoPac by improving entrance and exit ramps.	✓	○	○	○	○
Add Texas Turnarounds at Barton Skyway to better facilitate access to MoPac, especially during events at Zilker Park.	✓	○	○	○	○
Add an additional southbound general purpose lane south of William Cannon Dr.	✓	○	○	○	○
Add new bypass lanes at Loop 360 in order to relieve back-ups at this exit.	○	✓	○	○	○
Add direct connections from the Express Lanes to and from US 290.	○	○	✓	○	○
The point where the Express Lane traffic would merge onto Cesar Chavez St. from the direct connection should shift farther east past Austin High School.	○	✓	○	○	○
Reconfigure the southbound RM 2244 exit ramp to allow for more time to access RM 2244 from MoPac.	✓	○	○	○	○
Add more bike/pedestrian facilities north of RM 2244 to better facilitate access, especially during events at Zilker Park.	○	○	○	✓	○
New bridges over Barton Creek should span the creek and bridge columns should be placed outside of the water channel.	✓	○	○	○	○
Implement improvements at Lake Austin Blvd. and 5th St. to reduce congestion at this intersection.	✓	○	○	○	○

Please indicate how important the following facts are to you. (select one answer per question/statement):

	Very Important	Important	Moderately Important	Of Little Importance	Unimportant
The MoPac South Environmental Study team is developing Best Management Practices to protect water quality in the Edwards Aquifer.	○	○	○	○	○
The MoPac South Environmental Study team is conducting biological surveys related to vegetation and threatened and endangered species.	○	○	○	○	○
The MoPac South Environmental Study team is conducting research on historic resources along the corridor, such as Zilker Park.	○	○	○	○	○
The MoPac South Environmental Study team is performing traffic noise and air quality analyses.	✓	○	○	○	○

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

I don't like the N.B. access from the express lanes to downtown as they have to weave across the general purpose lanes. Likewise, SB traffic from downtown has to weave across the gen. purpose lanes to access the express lanes.

CONFIGURATION: Two Express Lanes + Downtown Direct Connection

- Number of Express Lanes in Each Direction: Two
- Access to Downtown: One-lane, elevated direct connect ramp in each direction, to and from Cesar Chavez Street
- New Elevated Structure: One northbound and one southbound ramp near Cesar Chavez Street. (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)

What do you like about this configuration?

Great access in and out of downtown w/o impacting the general purpose lanes. Best travel times.

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

I've heard that many folks are not in support of this option out of concern for visual height of the pc's. It's important to point out that MoPac to the north is much higher than these pc's would be. Also, users of the hike/bike bridge under MoPac would have a difficult time even seeing the new pc bridge.

CONFIGURATION: Two Express Lanes Without Downtown Direct Connection

- Number of Express Lanes in Each Direction: Two
- Access to Downtown (Northbound): Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
- Access from Downtown (Southbound): Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- New Elevated Structure: None

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

DCs are needed in/out of downtown.

CONFIGURATION: Two Express Lanes + Elevated Ramps Near Barton Skyway

- Number of Express Lanes in Each Direction: Two
- Access to Downtown (Northbound): Exit Express Lanes using new elevated ramp near Barton Skyway and enter right-most general purpose lane south of Lady Bird Lake in order to access the existing Cesar Chavez St./5th St. exit
- Access from Downtown (Southbound): Once on southbound MoPac, get in the right-most general purpose lane in order to enter the Express Lanes using new elevated ramp near Barton Skyway
- New Elevated Structure: One northbound and one southbound ramp near Barton Skyway (approximately 30 feet above existing pavement)

What do you like about this configuration?

This is my second favorite option - provides great improvement in travel time + no weave across the main lanes for access to the express lanes.

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: City of Austin Proposal

- Number of Express Lanes in Each Direction: Two between Cesar Chavez Street and US 290; One between US 290 and Slaughter Lane
- Access to Downtown (Northbound): Exit Express Lanes using new one-lane, elevated exit ramp to northbound collector distributor road north of Barton Skyway and over Lady Bird Lake in order to access the existing Cesar Chavez St./5th St. exist
- Access from Downtown (Southbound): From Lake Austin Blvd., enter the new collector-distributor road over Lady Bird Lake and use the new one-lane, elevated entrance ramp north of Barton Skyway to enter the Express Lanes
- New Elevated Structure: One northbound and one southbound ramp near Barton Skyway (approximately 30 feet above existing pavement); new northbound and southbound collector-distributor road bridges over Lady Bird Lake

What do you like about this configuration?

Express lane connection to/from US 290 west

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

I don't understand how parkland can be acquired for the project when there are other viable alternatives.

What suggestions do you have for improving this configuration?

Need to improve access from downtown on 5th street – check out a city's "jug handle" idea

Please list any comments or questions you may have about this configuration.

Best option!

CONFIGURATION: City of Austin Proposal

- Number of Express Lanes in Each Direction: Two between Cesar Chavez Street and US 290; One between US 290 and Slaughter Lane
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What do you like about this configuration?

It is ingenous but has problems associated with it, like no good access from Bee Caves road to Mopac NB

What suggestions do you have for improving this configuration?

none - Like the jug handle idea for the connection from 5th St. to go south on Mopac.

Please list any comments or questions you may have about this configuration.

Single lane South of US 290 makes sense to avoid bottlenecks at the ML junctions w/ 290
overall, a well thought out option

Which viewpoint is closest to your own? (select one):

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___ We don't need to address the traffic issues on MoPac South because improvements will encourage more development. We should encourage people to change basic driving behaviors.

Which statement most closely reflects your opinion about providing a connection from the Express Lanes to and from downtown? (select one):

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  - *Serve all roadway users*
- *Be constructible without unnecessary impacts to the natural and human environment.* ✓
- *Facilitate congestion management* ✓
  - *Increase opportunities for transit and ridesharing*

Please indicate how much you agree with the following statement. (select one):

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
These criteria listed above are appropriate.	○	◉	○	○	○

Where do you live? (Select one)

____ South Central Austin	____ Southeast Austin	X Southwest Austin
____ Central Austin	____ East Austin	____ West Austin
____ North Austin	____ Northeast Austin	____ Northwest Austin
____ Buda	____ Kyle	____ Dripping Springs
____ Wimberley	____ San Marcos	____ East Travis County
____ West Travis County	____ Williamson County	____ Other

If "Other," please specify: _____

Where do you work? (Select one)

____ South Central Austin	____ Southeast Austin	____ Southwest Austin
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✓ Other: City of Austin Mobility News

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What do you like about this configuration?

Nothing's

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: One Express Lane Without Downtown Direct Connection

- Number of Express Lanes in Each Direction: One
- Access to Downtown (Northbound): Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
- Access from Downtown (Southbound): Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- New Elevated Structure: None

What do you like about this configuration?

This is a recipe for injuries & deaths with people trying to cross lanes of traffic —

#8

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes + Downtown Direct Connection

- Number of Express Lanes in Each Direction: Two
- Access to Downtown: One-lane, elevated direct connect ramp in each direction, to and from Cesar Chavez Street
- New Elevated Structure: One northbound and one southbound ramp near Cesar Chavez Street. (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)

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What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

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- New Elevated Structure: None

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes + Elevated Ramps Near Barton Skyway

- Number of Express Lanes in Each Direction: Two
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What do you like about this configuration?

What suggestions do you have for improving this configuration?

X

Please list any comments or questions you may have about this configuration.

This makes drivers have to commit too soon.

CONFIGURATION: City of Austin Proposal

- Number of Express Lanes in Each Direction: Two between Cesar Chavez Street and US 290; One between US 290 and Slaughter Lane
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What suggestions do you have for improving this configuration?

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Add an additional southbound general purpose lane south of William Cannon Dr.	✓	○	○	○	○
Add new bypass lanes at Loop 360 in order to relieve back-ups at this exit.	✓	○	○	○	○
Add direct connections from the Express Lanes to and from US 290.	✓	○	○	○	○
The point where the Express Lane traffic would merge onto Cesar Chavez St. from the direct connection should shift farther east past Austin High School.	○	✓	○	○	○
Reconfigure the southbound RM 2244 exit ramp to allow for more time to access RM 2244 from MoPac.	○	○	✓	○	○
Add more bike/pedestrian facilities north of RM 2244 to better facilitate access, especially during events at Zilker Park.	○	○	○	○	✓
New bridges over Barton Creek should span the creek and bridge columns should be placed outside of the water channel.	○	○	✓	○	○
Implement improvements at Lake Austin Blvd. and 5th St. to reduce congestion at this intersection.	✓	○	○	○	○

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Where do you live? (Select one)

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Where do you work? (Select one)

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___ Buda	___ Kyle	___ Dripping Springs
___ Wimberley	___ San Marcos	___ East Travis County
___ West Travis County	___ Williamson County	___ Other

If "Other," please specify: Work from home but drive all around for clients.

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- ___ Roadway signage
- ✓ Friend/neighbor/relative/co-worker
- ___ Just passing by
- ✓ Neighborhood or organization: SoBro
- ___ Other: _____

MoPac South
ENVIRONMENTAL STUDY

Open House – November 10, 2015

COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac South Environmental Study. Please share your thoughts with the study team.

Several operational configurations for the Express Lanes Alternative have been evaluated by the study team. Please review the Open House exhibits to learn more about each configuration, then answer the following questions.

CONFIGURATION: One Express Lane + Downtown Direct Connection

- Number of Express Lanes in Each Direction: One
- Access to Downtown: One-lane, elevated direct connect ramp in each direction, to and from Cesar Chavez Street
- New Elevated Structure: One northbound and one southbound ramp near Cesar Chavez Street (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: One Express Lane Without Downtown Direct Connection

- Number of Express Lanes in Each Direction: One
- Access to Downtown (Northbound): Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
- Access from Downtown (Southbound): Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- New Elevated Structure: None

What do you like about this configuration?

Least effective - would be obsolete before completion

#9

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

Really - is this even an option?

CONFIGURATION: Two Express Lanes + Downtown Direct Connection

- Number of Express Lanes in Each Direction: Two
- Access to Downtown: One-lane, elevated direct connect ramp in each direction, to and from Cesar Chavez Street
- New Elevated Structure: One northbound and one southbound ramp near Cesar Chavez Street. (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)

What do you like about this configuration?

most logical and efficient.

What suggestions do you have for improving this configuration?

None at this time

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes Without Downtown Direct Connection

- Number of Express Lanes in Each Direction: Two
- Access to Downtown (Northbound): Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
- Access from Downtown (Southbound): Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- New Elevated Structure: None

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes + Elevated Ramps Near Barton Skyway

- Number of Express Lanes in Each Direction: Two
- Access to Downtown (Northbound): Exit Express Lanes using new elevated ramp near Barton Skyway and enter right-most general purpose lane south of Lady Bird Lake in order to access the existing Cesar Chavez St./5th St. exit
- Access from Downtown (Southbound): Once on southbound MoPac, get in the right-most general purpose lane in order to enter the Express Lanes using new elevated ramp near Barton Skyway
- New Elevated Structure: One northbound and one southbound ramp near Barton Skyway (approximately 30 feet above existing pavement)

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: City of Austin Proposal

- Number of Express Lanes in Each Direction: Two between Cesar Chavez Street and US 290; One between US 290 and Slaughter Lane
- Access to Downtown (Northbound): Exit Express Lanes using new one-lane, elevated exit ramp to northbound collector distributor road north of Barton Skyway and over Lady Bird Lake in order to access the existing Cesar Chavez St./5th St. exist
- Access from Downtown (Southbound): From Lake Austin Blvd., enter the new collector-distributor road over Lady Bird Lake and use the new one-lane, elevated entrance ramp north of Barton Skyway to enter the Express Lanes
- New Elevated Structure: One northbound and one southbound ramp near Barton Skyway (approximately 30 feet above existing pavement); new northbound and southbound collector-distributor road bridges over Lady Bird Lake

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

Not Truly Realistic

Which viewpoint is closest to your own? (select one):

✓ I am tired of sitting in traffic. We need to address the traffic issues on MoPac South by adding the maximum additional capacity possible within the existing right-of-way. Our community is going to keep growing.

___We don't need to address the traffic issues on MoPac South because improvements will encourage more development. We should encourage people to change their driving behaviors.

Which statement most closely reflects your opinion about providing a connection from the Express Lanes to and from downtown? (select one):

✓ Connecting the Express Lanes to downtown Austin is important. I don't have any concerns about elevating sections of the Express Lanes.

___Connecting the Express Lanes to downtown Austin is important. Elevating a short section is OK, as long as it is not elevated over Lady Bird Lake.

___Connecting the Express Lanes to downtown Austin is important. Elevating a short section is OK, as long as it is not elevated near Bee Cave Road/Barton Skyway.

___Connecting the Express Lanes to downtown Austin is unimportant. No part of MoPac should be elevated anywhere as part of this project.

In order to arrive at a recommended configuration for the Express Lanes Alternative, each configuration will be evaluated using the following criteria:

- *Reduce congestion delay and provide travel time savings for all roadway users*
  - *Reduce congestion delay and optimize capacity utilization*
  - *Maximize travel time savings*
  - *Serve all roadway users*
- *Be constructible without unnecessary impacts to the natural and human environment.*
- *Facilitate congestion management*
  - *Increase opportunities for transit and ridesharing*

Please indicate how much you agree with the following statement. (select one):

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
These criteria listed above are appropriate.	○	◉	○	○	○

With help from community stakeholders, local governments and transportation partners, the study team has incorporated several improvements into the Express Lane Alternative. Please indicate how important each of the following improvements are to you. (select one):

	Very Important	Important	Moderately Important	Of Little Importance	Unimportant
Address existing congestion problems in the vicinity of William Cannon Dr. and MoPac by improving entrance and exit ramps.	●	○	○	○	○
Add Texas Turnarounds at Barton Skyway to better facilitate access to MoPac, especially during events at Zilker Park.	●	○	○	○	○
Add an additional southbound general purpose lane south of William Cannon Dr.	●	○	○	○	○
Add new bypass lanes at Loop 360 in order to relieve back-ups at this exit.	○	○	●	○	○
Add direct connections from the Express Lanes to and from US 290.	○	●	○	○	○
The point where the Express Lane traffic would merge onto Cesar Chavez St. from the direct connection should shift farther east past Austin High School.	○	●	○	○	○
Reconfigure the southbound RM 2244 exit ramp to allow for more time to access RM 2244 from MoPac.	○	○	○	○	○
Add more bike/pedestrian facilities north of RM 2244 to better facilitate access, especially during events at Zilker Park.	○	●	○	○	○
New bridges over Barton Creek should span the creek and bridge columns should be placed outside of the water channel.	○	●	○	○	○
Implement improvements at Lake Austin Blvd. and 5th St. to reduce congestion at this intersection.	○	●	○	○	○

Please indicate how important the following facts are to you. (select one answer per question/statement):

	Very Important	Important	Moderately Important	Of Little Importance	Unimportant
The MoPac South Environmental Study team is developing Best Management Practices to protect water quality in the Edwards Aquifer.	○	●	○	○	○
The MoPac South Environmental Study team is conducting biological surveys related to vegetation and threatened and endangered species.	○	○	●	○	○
The MoPac South Environmental Study team is conducting research on historic resources along the corridor, such as Zilker Park.	○	○	●	○	○
The MoPac South Environmental Study team is performing traffic noise and air quality analyses.	○	○	●	○	○

Where do you live? (Select one)

___ South Central Austin	___ Southeast Austin	X Southwest Austin
___ Central Austin	___ East Austin	___ West Austin
___ North Austin	___ Northeast Austin	___ Northwest Austin
___ Buda	___ Kyle	___ Dripping Springs
___ Wimberley	___ San Marcos	___ East Travis County
___ West Travis County	___ Williamson County	___ Other

If "Other," please specify: _____

Where do you work? (Select one)

X South Central Austin	___ Southeast Austin	___ Southwest Austin
___ Central Austin	___ East Austin	___ West Austin
___ North Austin	___ Northeast Austin	___ Northwest Austin
___ Buda	___ Kyle	___ Dripping Springs
___ Wimberley	___ San Marcos	___ East Travis County
___ West Travis County	___ Williamson County	___ Other

If "Other," please specify: _____

How did you hear about this Open House? (Select all that apply)

___ Email from the MoPac South Environmental Study team
___ Postcard from the MoPac South Environmental Study team
___ MoPac South Environmental Study website
___ Twitter
✓ Newspaper: _____
✓ Television station: _____
___ Radio station: _____
___ Roadway signage
✓ Friend/neighbor/relative/co-worker
___ Just passing by
✓ Neighborhood or organization: SOBRA (South Brodie Neighborhood Alliance)
___ Other: _____

MoPac South
Environmental Study

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- New Elevated Structure: One northbound and one southbound ramp near Cesar Chavez Street (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)

What do you like about this configuration?

It seems safe and makes sense.

What suggestions do you have for improving this configuration?

exit at Rollingwood / Bee Caves, is tricky

Please list any comments or questions you may have about this configuration.

I understand that Rollingwood Residents have already nixed the idea. Tend to agree, since that the Lanes & Trail are The heart of our city.

CONFIGURATION: One Express Lane Without Downtown Direct Connection

- Number of Express Lanes in Each Direction: One
- Access to Downtown (Northbound): Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
- Access from Downtown (Southbound): Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- New Elevated Structure: None

What do you like about this configuration?

#10

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes + Downtown Direct Connection

- Number of Express Lanes in Each Direction: Two
- Access to Downtown: One-lane, elevated direct connect ramp in each direction, to and from Cesar Chavez Street
- New Elevated Structure: One northbound and one southbound ramp near Cesar Chavez Street. (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes Without Downtown Direct Connection

- Number of Express Lanes in Each Direction: Two
- Access to Downtown (Northbound): Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
- Access from Downtown (Southbound): Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- New Elevated Structure: None

What do you like about this configuration?

I do not think the merge ophow is safe!

What suggestions do you have for improving this configuration?

For AHS kids or people merging on to MoPac who need to drive north, it will only make a bad situation worse.

Please list any comments or questions you may have about this configuration.

X **CONFIGURATION: Two Express Lanes + Elevated Ramps Near Barton Skyway**

- Number of Express Lanes in Each Direction: Two
- Access to Downtown (Northbound): Exit Express Lanes using new elevated ramp near Barton Skyway and enter right-most general purpose lane south of Lady Bird Lake in order to access the existing Cesar Chavez St./5th St. exit
- Access from Downtown (Southbound): Once on southbound MoPac, get in the right-most general purpose lane in order to enter the Express Lanes using new elevated ramp near Barton Skyway
- New Elevated Structure: One northbound and one southbound ramp near Barton Skyway (approximately 30 feet above existing pavement)

What do you like about this configuration?

Like the Ophow, it makes sense and seems safe. I think it's better to move the flyover south. It will be less unsightly for those enjoying the Lake or trail on Town Lake. It seems like a thoughtful plan and solution.

What suggestions do you have for improving this configuration?

South bound exit at Rollingwood/Bee Caves is very tricky — with people coming up the road from Rollingwood & Alker.

Please list any comments or questions you may have about this configuration.

Thank you for adding Sidewalks! I live in Tremont and people park there for ACL. It's important to keep people, cyclists, drivers safe.

would a yield sign help?

How will you manage a bottleneck of people exiting toll road vs. existing Mopac?

CONFIGURATION: City of Austin Proposal

- Number of Express Lanes in Each Direction: Two between Cesar Chavez Street and US 290; One between US 290 and Slaughter Lane
- Access to Downtown (Northbound): Exit Express Lanes using new one-lane, elevated exit ramp to northbound collector distributor road north of Barton Skyway and over Lady Bird Lake in order to access the existing Cesar Chavez St./5th St. exist
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- New Elevated Structure: One northbound and one southbound ramp near Barton Skyway (approximately 30 feet above existing pavement); new northbound and southbound collector-distributor road bridges over Lady Bird Lake

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please do not take any part of the Lake OR Zilker. These are important parts of our city and must be preserved.

Please list any comments or questions you may have about this configuration.

I drive approx 200-300 mi/wk between 35th + southern parkway + live in Fremont.

Which viewpoint is closest to your own? (select one):

✓ I am tired of sitting in traffic. We need to address the traffic issues on MoPac South by adding the maximum additional capacity possible within the existing right-of-way. Our community is going to keep growing.

___ We don't need to address the traffic issues on MoPac South because improvements will encourage more development. We should encourage people to change their driving behaviors.

Which statement most closely reflects your opinion about providing a connection from the Express Lanes to and from downtown? (select one): We need to direct people downtown so we have an urban core, rather than sprawl.

✓ Connecting the Express Lanes to downtown Austin is important. I don't have any concerns about elevating sections of the Express Lanes.

WW Connecting the Express Lanes to downtown Austin is important. Elevating a short section is OK, as long as it is not elevated over Lady Bird Lake.

___ Connecting the Express Lanes to downtown Austin is important. Elevating a short section is OK, as long as it is not elevated near Bee Cave Road/Barton Skyway.

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- *Facilitate congestion management*
  - *Increase opportunities for transit and ridesharing*

Please indicate how much you agree with the following statement. (select one):

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
These criteria listed above are appropriate.	○	⊗	○	○	○

With help from community stakeholders, local governments and transportation partners, the study team has incorporated several improvements into the Express Lane Alternative. Please indicate how important each of the following improvements are to you. (select one):

	Very Important	Important	Moderately Important	Of Little Importance	Unimportant
Address existing congestion problems in the vicinity of William Cannon Dr. and MoPac by improving entrance and exit ramps.	○	✓	○	○	○
Add Texas Turnarounds at Barton Skyway to better facilitate access to MoPac, especially during events at Zilker Park.	○	✓	○	○	○
Add an additional southbound general purpose lane south of William Cannon Dr.	○	✓	○	○	○
Add new bypass lanes at Loop 360 in order to relieve back-ups at this exit.		✓	○	○	○
Add direct connections from the Express Lanes to and from US 290. ?	○	○	○	○	○
The point where the Express Lane traffic would merge onto Cesar Chavez St. from the direct connection should shift farther east past Austin High School. ?	○	○	○	○	○
Reconfigure the southbound RM 2244 exit ramp to allow for more time to access RM 2244 from MoPac.		✓	○	○	○
Add more bike/pedestrian facilities north of RM 2244 to better facilitate access, especially during events at Zilker Park.		✓	○	○	○
New bridges over Barton Creek should span the creek and bridge columns should be placed outside of the water channel.	○	○	○	○	○
Implement improvements at Lake Austin Blvd. and 5th St. to reduce congestion at this intersection.		✓	○	○	○

Kids should be priority #1

Please indicate how important the following facts are to you. (select one answer per question/statement):

	Very Important	Important	Moderately Important	Of Little Importance	Unimportant
The MoPac South Environmental Study team is developing Best Management Practices to protect water quality in the Edwards Aquifer.	✓	○	○	○	○
The MoPac South Environmental Study team is conducting biological surveys related to vegetation and threatened and endangered species.	✓	○	○	○	○
The MoPac South Environmental Study team is conducting research on historic resources along the corridor, such as Zilker Park.	✓	○	○	○	○
The MoPac South Environmental Study team is performing traffic noise and air quality analyses.	✓	○	○	○	○

MOPAC SOUTH ENVIRONMENTAL STUDY COMMUNITY SURVEY

Where do you live? (Select one)

(7) South Central Austin — Treemen Bee Caves & Barton Skyway 78749.
___ Central Austin between
___ North Austin
___ Buda
___ Wimberley
___ West Travis County
___ Southeast Austin
___ East Austin
___ Northeast Austin
___ Kyle
___ San Marcos
___ Williamson County
___ Southwest Austin
___ West Austin
___ Northwest Austin
___ Dripping Springs
___ East Travis County
___ Other

If "Other," please specify: _____

Where do you work? (Select one)

✓ South Central Austin
✓ Central Austin
✓ North Austin
___ Buda
___ Wimberley
___ West Travis County
___ Southeast Austin
___ East Austin
___ Northeast Austin
___ Kyle
___ San Marcos
___ Williamson County
___ Southwest Austin
___ West Austin
___ Northwest Austin
___ Dripping Springs
___ East Travis County
___ Other

If "Other," please specify: _____

How did you hear about this Open House? (Select all that apply)

✓ Email from the MoPac South Environmental Study team
✓ Postcard from the MoPac South Environmental Study team
✓ MoPac South Environmental Study website
✓ Twitter
✓ Newspaper: great coverage in the Austin Statesman 11/8/15
___ Television station: _____
___ Radio station: _____
___ Roadway signage
___ Friend/neighbor/relative/co-worker
___ Just passing by
___ Neighborhood or organization: _____
___ Other: _____

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ENVIRONMENTAL STUDY

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- New Elevated Structure: One northbound and one southbound ramp near Cesar Chavez Street (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)

What do you like about this configuration?

I DO NOT SUPPORT

What suggestions do you have for improving this configuration?

THIS OPTION

Please list any comments or questions you may have about this configuration.

I SUPPORT NO BUILD, EXPRESS/HOV LANE CREATED WITH PAINT, BETTER BUS SERVICE FOR OUTLYING AREAS THROUGH INVESTING IN PARK + RIDES

CONFIGURATION: One Express Lane Without Downtown Direct Connection

- Number of Express Lanes in Each Direction: One
- Access to Downtown (Northbound): Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
- Access from Downtown (Southbound): Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- New Elevated Structure: None

What do you like about this configuration?

#11

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes + Downtown Direct Connection

- Number of Express Lanes in Each Direction: Two
- Access to Downtown: One-lane, elevated direct connect ramp in each direction, to and from Cesar Chavez Street
- New Elevated Structure: One northbound and one southbound ramp near Cesar Chavez Street. (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)

What do you like about this configuration?

I DO NOT SUPPORT THIS OPTION

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes Without Downtown Direct Connection

- Number of Express Lanes in Each Direction: Two
- Access to Downtown (Northbound): Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
- Access from Downtown (Southbound): Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- New Elevated Structure: None

What do you like about this configuration?

I DO NOT SUPPORT THIS OPTION

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes + Elevated Ramps Near Barton Skyway

- Number of Express Lanes in Each Direction: Two
- Access to Downtown (Northbound): Exit Express Lanes using new elevated ramp near Barton Skyway and enter right-most general purpose lane south of Lady Bird Lake in order to access the existing Cesar Chavez St/5th St. exit
- Access from Downtown (Southbound): Once on southbound MoPac, get in the right-most general purpose lane in order to enter the Express Lanes using new elevated ramp near Barton Skyway
- New Elevated Structure: One northbound and one southbound ramp near Barton Skyway (approximately 30 feet above existing pavement)

What do you like about this configuration?

I DO NOT SUPPORT THIS OPTION.

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: City of Austin Proposal

- Number of Express Lanes in Each Direction: Two between Cesar Chavez Street and US 290; One between US 290 and Slaughter Lane
- Access to Downtown (Northbound): Exit Express Lanes using new one-lane, elevated exit ramp to northbound collector distributor road north of Barton Skyway and over Lady Bird Lake in order to access the existing Cesar Chavez St./5th St. exist
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- New Elevated Structure: One northbound and one southbound ramp near Barton Skyway (approximately 30 feet above existing pavement); new northbound and southbound collector-distributor road bridges over Lady Bird Lake

What do you like about this configuration?

I DO NOT SUPPORT THIS OPTION,

What suggestions do you have for improving this configuration?

but it keeps flyovers away from the waterfront.

Please list any comments or questions you may have about this configuration.

Which viewpoint is closest to your own? (select one):

but no build

____I am tired of sitting in traffic. We need to address the traffic issues on MoPac South by adding the maximum additional capacity possible within the existing right-of-way. Our community is going to keep growing.

X We don't need to address the traffic issues on MoPac South because improvements will encourage more development. We should encourage people to change their driving behaviors.

Which statement most closely reflects your opinion about providing a connection from the Express Lanes to and from downtown? (select one):

____Connecting the Express Lanes to downtown Austin is important. I don't have any concerns about elevating sections of the Express Lanes.

____Connecting the Express Lanes to downtown Austin is important. Elevating a short section is OK, as long as it is not elevated over Lady Bird Lake.

____Connecting the Express Lanes to downtown Austin is important. Elevating a short section is OK, as long as it is not elevated near Bee Cave Road/Barton Skyway.

____Connecting the Express Lanes to downtown Austin is unimportant. No part of MoPac should be elevated anywhere as part of this project.

X Express lane / HOV lane by restriping, build park + rides, not new lanes.

In order to arrive at a recommended configuration for the Express Lanes Alternative, each configuration will be evaluated using the following criteria:

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  - *Reduce congestion delay and optimize capacity utilization*
  - *Maximize travel time savings*
  - *Serve all roadway users*
- *Be constructible without unnecessary impacts to the natural and human environment.*
- *Facilitate congestion management*
  - *Increase opportunities for transit and ridesharing*

Please indicate how much you agree with the following statement. (select one):

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
These criteria listed above are appropriate.	○	○	○	○	●

With help from community stakeholders, local governments and transportation partners, the study team has incorporated several improvements into the Express Lane Alternative. Please indicate how important each of the following improvements are to you. (select one):

	Very Important	Important	Moderately Important	Of Little Importance	Unimportant
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Add Texas Turnarounds at Barton Skyway to better facilitate access to MoPac, especially during events at Zilker Park.	○	○	○	○	○
Add an additional southbound general purpose lane south of William Cannon Dr.	○	○	○	○	○
Add new bypass lanes at Loop 360 in order to relieve back-ups at this exit.	○	○	○	○	○
Add direct connections from the Express Lanes to and from US 290.	○	○	○	○	○
The point where the Express Lane traffic would merge onto Cesar Chavez St. from the direct connection should shift farther east past Austin High School.	○	○	○	○	○
Reconfigure the southbound RM 2244 exit ramp to allow for more time to access RM 2244 from MoPac.	○	○	○	○	○
Add more bike/pedestrian facilities north of RM 2244 to better facilitate access, especially during events at Zilker Park.	○	○	○	○	○
New bridges over Barton Creek should span the creek and bridge columns should be placed outside of the water channel.	○	○	○	○	○
Implement improvements at Lake Austin Blvd. and 5th St. to reduce congestion at this intersection.	○	○	○	○	○

Please indicate how important the following facts are to you. (select one answer per question/statement):

Are these facts?

	Very Important	Important	Moderately Important	Of Little Importance	Unimportant
The MoPac South Environmental Study team is developing Best Management Practices to protect water quality in the Edwards Aquifer.	○	DISAGREE			○
The MoPac South Environmental Study team is conducting biological surveys related to vegetation and threatened and endangered species.	○	○	○	○	○
The MoPac South Environmental Study team is conducting research on historic resources along the corridor, such as Zilker Park.	○	○	○	○	○
The MoPac South Environmental Study team is performing traffic noise and air quality analyses.	○	○	○	○	○

Where do you live? (Select one)

___ South Central Austin	___ Southeast Austin	___ Southwest Austin
_X_ Central Austin	___ East Austin	___ West Austin
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___ West Travis County	___ Williamson County	___ Other

If "Other," please specify: _____

Where do you work? (Select one)

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___ Wimberley	___ San Marcos	___ East Travis County
___ West Travis County	___ Williamson County	___ Other

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___ Just passing by
___ Neighborhood or organization: _____
___ Other: _____

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Open House – November 10, 2015

COMMUNITY SURVEY

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Several operational configurations for the Express Lanes Alternative have been evaluated by the study team. Please review the Open House exhibits to learn more about each configuration, then answer the following questions.

CONFIGURATION: One Express Lane + Downtown Direct Connection

- Number of Express Lanes in Each Direction: One
- Access to Downtown: One-lane, elevated direct connect ramp in each direction, to and from Cesar Chavez Street
- New Elevated Structure: One northbound and one southbound ramp near Cesar Chavez Street (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: One Express Lane Without Downtown Direct Connection

- Number of Express Lanes in Each Direction: One
- Access to Downtown (Northbound): Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
- Access from Downtown (Southbound): Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- New Elevated Structure: None

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes + Downtown Direct Connection

- Number of Express Lanes in Each Direction: Two
- Access to Downtown: One-lane, elevated direct connect ramp in each direction, to and from Cesar Chavez Street
- New Elevated Structure: One northbound and one southbound ramp near Cesar Chavez Street. (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes Without Downtown Direct Connection

- Number of Express Lanes in Each Direction: Two
- Access to Downtown (Northbound): Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
- Access from Downtown (Southbound): Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- New Elevated Structure: None

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes + Elevated Ramps Near Barton Skyway

- Number of Express Lanes in Each Direction: Two
- Access to Downtown (Northbound): Exit Express Lanes using new elevated ramp near Barton Skyway and enter right-most general purpose lane south of Lady Bird Lake in order to access the existing Cesar Chavez St./5th St. exit
- Access from Downtown (Southbound): Once on southbound MoPac, get in the right-most general purpose lane in order to enter the Express Lanes using new elevated ramp near Barton Skyway
- New Elevated Structure: One northbound and one southbound ramp near Barton Skyway (approximately 30 feet above existing pavement)

What do you like about this configuration?

Maes elevation off Lake, maintains good access.

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: City of Austin Proposal

- Number of Express Lanes in Each Direction: Two between Cesar Chavez Street and US 290; One between US 290 and Slaughter Lane
- Access to Downtown (Northbound): Exit Express Lanes using new one-lane, elevated exit ramp to northbound collector distributor road north of Barton Skyway and over Lady Bird Lake in order to access the existing Cesar Chavez St./5th St. exist
- Access from Downtown (Southbound): From Lake Austin Blvd., enter the new collector-distributor road over Lady Bird Lake and use the new one-lane, elevated entrance ramp north of Barton Skyway to enter the Express Lanes
- New Elevated Structure: One northbound and one southbound ramp near Barton Skyway (approximately 30 feet above existing pavement); new northbound and southbound collector-distributor road bridges over Lady Bird Lake

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

Which viewpoint is closest to your own? (select one):

X I am tired of sitting in traffic. We need to address the traffic issues on MoPac South by adding the maximum additional capacity possible within the existing right-of-way. Our community is going to keep growing.

___We don't need to address the traffic issues on MoPac South because improvements will encourage more development. We should encourage people to change their driving behaviors.

Which statement most closely reflects your opinion about providing a connection from the Express Lanes to and from downtown? (select one):

___Connecting the Express Lanes to downtown Austin is important. I don't have any concerns about elevating sections of the Express Lanes.

X Connecting the Express Lanes to downtown Austin is important. Elevating a short section is OK, as long as it is not elevated over Lady Bird Lake.

___Connecting the Express Lanes to downtown Austin is important. Elevating a short section is OK, as long as it is not elevated near Bee Cave Road/Barton Skyway.

___Connecting the Express Lanes to downtown Austin is unimportant. No part of MoPac should be elevated anywhere as part of this project.

In order to arrive at a recommended configuration for the Express Lanes Alternative, each configuration will be evaluated using the following criteria:

- *Reduce congestion delay and provide travel time savings for all roadway users*
  - *Reduce congestion delay and optimize capacity utilization*
  - *Maximize travel time savings*
  - *Serve all roadway users*
- *Be constructible without unnecessary impacts to the natural and human environment.*
- *Facilitate congestion management*
  - *Increase opportunities for transit and ridesharing*

Please indicate how much you agree with the following statement. (select one):

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
These criteria listed above are appropriate.	○	⊘	○	○	○

With help from community stakeholders, local governments and transportation partners, the study team has incorporated several improvements into the Express Lane Alternative. Please indicate how important each of the following improvements are to you. (select one):

	Very Important	Important	Moderately Important	Of Little Importance	Unimportant
Address existing congestion problems in the vicinity of William Cannon Dr. and MoPac by improving entrance and exit ramps.	X	○	○	○	○
Add Texas Turnarounds at Barton Skyway to better facilitate access to MoPac, especially during events at Zilker Park.	X	○	○	○	○
Add an additional southbound general purpose lane south of William Cannon Dr.	X	○	○	○	○
Add new bypass lanes at Loop 360 in order to relieve back-ups at this exit.	○	○	X	○	○
Add direct connections from the Express Lanes to and from US 290.	○	X	○	○	○
The point where the Express Lane traffic would merge onto Cesar Chavez St. from the direct connection should shift farther east past Austin High School.	○	○	○	X	○
Reconfigure the southbound RM 2244 exit ramp to allow for more time to access RM 2244 from MoPac.	X	○	○	○	○
Add more bike/pedestrian facilities north of RM 2244 to better facilitate access, especially during events at Zilker Park.	○	○	X	○	○
New bridges over Barton Creek should span the creek and bridge columns should be placed outside of the water channel.	○	○	X	○	○
Implement improvements at Lake Austin Blvd. and 5th St. to reduce congestion at this intersection.	○	X	○	○	○

Please indicate how important the following facts are to you. (select one answer per question/statement):

	Very Important	Important	Moderately Important	Of Little Importance	Unimportant
The MoPac South Environmental Study team is developing Best Management Practices to protect water quality in the Edwards Aquifer.	○	X	○	○	○
The MoPac South Environmental Study team is conducting biological surveys related to vegetation and threatened and endangered species.	○	X	○	○	○
The MoPac South Environmental Study team is conducting research on historic resources along the corridor, such as Zilker Park.	○	○	○	X	○
The MoPac South Environmental Study team is performing traffic noise and air quality analyses.	○	○	X	○	○

Where do you live? (Select one)

___ South Central Austin	___ Southeast Austin	X Southwest Austin
___ Central Austin	___ East Austin	___ West Austin
___ North Austin	___ Northeast Austin	___ Northwest Austin
___ Buda	___ Kyle	___ Dripping Springs
___ Wimberley	___ San Marcos	___ East Travis County
___ West Travis County	___ Williamson County	___ Other

If "Other," please specify: _____

Where do you work? (Select one)

___ South Central Austin	___ Southeast Austin	X Southwest Austin
___ Central Austin	___ East Austin	___ West Austin
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How did you hear about this Open House? (Select all that apply)

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___ Friend/neighbor/relative/co-worker
___ Just passing by
___ Neighborhood or organization: _____
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- New Elevated Structure: One northbound and one southbound ramp near Cesar Chavez Street (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)

What do you like about this configuration?

added lanes south of 71

What suggestions do you have for improving this configuration?

more NB lanes crossing 71

Please list any comments or questions you may have about this configuration.

CONFIGURATION: One Express Lane Without Downtown Direct Connection

- Number of Express Lanes in Each Direction: One
- Access to Downtown (Northbound): Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
- Access from Downtown (Southbound): Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- New Elevated Structure: None

What do you like about this configuration?

I don't think DC Asc needed

What suggestions do you have for improving this configuration?

b/t frontge from 71 to 360

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes + Downtown Direct Connection

- Number of Express Lanes in Each Direction: Two
- Access to Downtown: One-lane, elevated direct connect ramp in each direction, to and from Cesar Chavez Street
- New Elevated Structure: One northbound and one southbound ramp near Cesar Chavez Street. (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

I don't think 2 have & DC are needd

CONFIGURATION: Two Express Lanes Without Downtown Direct Connection

- Number of Express Lanes in Each Direction: Two
- Access to Downtown (Northbound): Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
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- New Elevated Structure: None

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes + Elevated Ramps Near Barton Skyway

- Number of Express Lanes in Each Direction: Two
- Access to Downtown (Northbound): Exit Express Lanes using new elevated ramp near Barton Skyway and enter right-most general purpose lane south of Lady Bird Lake in order to access the existing Cesar Chavez St./5th St. exit
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- New Elevated Structure: One northbound and one southbound ramp near Barton Skyway (approximately 30 feet above existing pavement)

What do you like about this configuration?

this was the best one. good job.

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: City of Austin Proposal

- Number of Express Lanes in Each Direction: Two between Cesar Chavez Street and US 290; One between US 290 and Slaughter Lane
- Access to Downtown (Northbound): Exit Express Lanes using new one-lane, elevated exit ramp to northbound collector distributor road north of Barton Skyway and over Lady Bird Lake in order to access the existing Cesar Chavez St./5th St. exist
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- New Elevated Structure: One northbound and one southbound ramp near Barton Skyway (approximately 30 feet above existing pavement); new northbound and southbound collector-distributor road bridges over Lady Bird Lake

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

- bottle neck at SB with Cameron
- design speed is awful for some ramps
- Bee Cave connection is under design

Which viewpoint is closest to your own? (select one):

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___We don't need to address the traffic issues on MoPac South because improvements will encourage more development. We should encourage people to change their driving behaviors.

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Please indicate how much you agree with the following statement. (select one):

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Add an additional southbound general purpose lane south of William Cannon Dr.	○	○	○	○	○
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New bridges over Barton Creek should span the creek and bridge columns should be placed outside of the water channel.	○	○	○	○	○
Implement improvements at Lake Austin Blvd. and 5th St. to reduce congestion at this intersection.	○	○	○	○	○

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The MoPac South Environmental Study team is conducting biological surveys related to vegetation and threatened and endangered species.	○	○	○	○	○
The MoPac South Environmental Study team is conducting research on historic resources along the corridor, such as Zilker Park.	○	○	○	○	○
The MoPac South Environmental Study team is performing traffic noise and air quality analyses.	○	○	○	○	○

Where do you live? (Select one)

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Where do you work? (Select one)

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What do you like about this configuration?

What suggestions do you have for improving this configuration?

No tolls

Please list any comments or questions you may have about this configuration.

CONFIGURATION: One Express Lane Without Downtown Direct Connection

- Number of Express Lanes in Each Direction: One
- Access to Downtown (Northbound): Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
- Access from Downtown (Southbound): Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- New Elevated Structure: None

What do you like about this configuration?

Nothing

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes + Downtown Direct Connection

- Number of Express Lanes in Each Direction: Two
- Access to Downtown: One-lane, elevated direct connect ramp in each direction, to and from Cesar Chavez Street
- New Elevated Structure: One northbound and one southbound ramp near Cesar Chavez Street. (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)

What do you like about this configuration?

No

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes Without Downtown Direct Connection

- Number of Express Lanes in Each Direction: Two
- Access to Downtown (Northbound): Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
- Access from Downtown (Southbound): Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- New Elevated Structure: None

What do you like about this configuration?

No

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes + Elevated Ramps Near Barton Skyway

- Number of Express Lanes in Each Direction: Two
- Access to Downtown (Northbound): Exit Express Lanes using new elevated ramp near Barton Skyway and enter right-most general purpose lane south of Lady Bird Lake in order to access the existing Cesar Chavez SU5th St. exit
- Access from Downtown (Southbound): Once on southbound MoPac, get in the right-most general purpose lane in order to enter the Express Lanes using new elevated ramp near Barton Skyway
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What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: City of Austin Proposal

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- New Elevated Structure: One northbound and one southbound ramp near Barton Skyway (approximately 30 feet above existing pavement); new northbound and southbound collector-distributor road bridges over Lady Bird Lake

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

Which viewpoint is closest to your own? (select one):

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___We don't need to address the traffic issues on MoPac South because improvements will encourage more development. We should encourage people to change their driving behaviors.

X Think outside this box you have painted.

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- *Facilitate congestion management*
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Please indicate how much you agree with the following statement. (select one):

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
These criteria listed above are appropriate.	○	○	○	○	◉

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Add an additional southbound general purpose lane south of William Cannon Dr. Restripe MoPac	○	●	○	○	○
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Reconfigure the southbound RM 2244 exit ramp to allow for more time to access RM 2244 from MoPac.	○	○	●	○	○
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Implement improvements at Lake Austin Blvd. and 5th St. to reduce congestion at this intersection.	○	○	●	○	○

Do partner w/ Austin for best local solution

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The MoPac South Environmental Study team is performing traffic noise and air quality analyses.	○	●	○	○	○

Where do you live? (Select one)

___ South Central Austin	___ Southeast Austin	X Southwest Austin
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___ Buda	___ Kyle	___ Dripping Springs
___ Wimberley	___ San Marcos	___ East Travis County
___ West Travis County	___ Williamson County	___ Other

If "Other," please specify: Maple Run

Where do you work? (Select one)

___ South Central Austin	___ Southeast Austin	___ Southwest Austin
___ Central Austin	___ East Austin	___ West Austin
___ North Austin	___ Northeast Austin	___ Northwest Austin
___ Buda	___ Kyle	___ Dripping Springs
___ Wimberley	___ San Marcos	___ East Travis County
___ West Travis County	___ Williamson County	X Other

If "Other," please specify: North Central Austin

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What do you like about this configuration?

Need more

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

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- New Elevated Structure: None

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes + Downtown Direct Connection

- Number of Express Lanes in Each Direction: Two
- Access to Downtown: One-lane, elevated direct connect ramp in each direction, to and from Cesar Chavez Street
- New Elevated Structure: One northbound and one southbound ramp near Cesar Chavez Street. (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)

What do you like about this configuration?

This is the most efficient alternative by far.

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes Without Downtown Direct Connection

- Number of Express Lanes in Each Direction: Two
- Access to Downtown (Northbound): Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
- Access from Downtown (Southbound): Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- New Elevated Structure: None

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes + Elevated Ramps Near Barton Skyway

- Number of Express Lanes in Each Direction: Two
- Access to Downtown (Northbound): Exit Express Lanes using new elevated ramp near Barton Skyway and enter right-most general purpose lane south of Lady Bird Lake in order to access the existing Cesar Chavez St./5th St. exit
- Access from Downtown (Southbound): Once on southbound MoPac, get in the right-most general purpose lane in order to enter the Express Lanes using new elevated ramp near Barton Skyway
- New Elevated Structure: One northbound and one southbound ramp near Barton Skyway (approximately 30 feet above existing pavement)

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: City of Austin Proposal

- Number of Express Lanes in Each Direction: Two between Cesar Chavez Street and US 290; One between US 290 and Slaughter Lane
- Access to Downtown (Northbound): Exit Express Lanes using new one-lane, elevated exit ramp to northbound collector distributor road north of Barton Skyway and over Lady Bird Lake in order to access the existing Cesar Chavez St./5th St. exist
- Access from Downtown (Southbound): From Lake Austin Blvd., enter the new collector-distributor road over Lady Bird Lake and use the new one-lane, elevated entrance ramp north of Barton Skyway to enter the Express Lanes
- New Elevated Structure: One northbound and one southbound ramp near Barton Skyway (approximately 30 feet above existing pavement); new northbound and southbound collector-distributor road bridges over Lady Bird Lake

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

Which viewpoint is closest to your own? (select one):

✓ I am tired of sitting in traffic. We need to address the traffic issues on MoPac South by adding the maximum additional capacity possible within the existing right-of-way. Our community is going to keep growing.

___We don't need to address the traffic issues on MoPac South because improvements will encourage more development. We should encourage people to change their driving behaviors.

Which statement most closely reflects your opinion about providing a connection from the Express Lanes to and from downtown? (select one):

✓ Connecting the Express Lanes to downtown Austin is important. I don't have any concerns about elevating sections of the Express Lanes.

___Connecting the Express Lanes to downtown Austin is important. Elevating a short section is OK, as long as it is not elevated over Lady Bird Lake.

___Connecting the Express Lanes to downtown Austin is important. Elevating a short section is OK, as long as it is not elevated near Bee Cave Road/Barton Skyway.

___Connecting the Express Lanes to downtown Austin is unimportant. No part of MoPac should be elevated anywhere as part of this project.

In order to arrive at a recommended configuration for the Express Lanes Alternative, each configuration will be evaluated using the following criteria:

- *Reduce congestion delay and provide travel time savings for all roadway users*
  - *Reduce congestion delay and optimize capacity utilization*
  - *Maximize travel time savings*
  - *Serve all roadway users*
- *Be constructible without unnecessary impacts to the natural and human environment.*
- *Facilitate congestion management*
  - *Increase opportunities for transit and ridesharing*

Please indicate how much you agree with the following statement. (select one):

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
These criteria listed above are appropriate.	○	○	○	○	○

With help from community stakeholders, local governments and transportation partners, the study team has incorporated several improvements into the Express Lane Alternative. Please indicate how important each of the following improvements are to you. (select one):

	Very Important	Important	Moderately Important	Of Little Importance	Unimportant
Address existing congestion problems in the vicinity of William Cannon Dr. and MoPac by improving entrance and exit ramps.	○	○	○	○	○
Add Texas Turnarounds at Barton Skyway to better facilitate access to MoPac, especially during events at Zilker Park.	●	○	○	○	○
Add an additional southbound general purpose lane south of William Cannon Dr.	○	○	○	○	○
Add new bypass lanes at Loop 360 in order to relieve back-ups at this exit.	●	○	○	○	○
Add direct connections from the Express Lanes to and from US 290.	○	○	○	○	○
The point where the Express Lane traffic would merge onto Cesar Chavez St. from the direct connection should shift farther east past Austin High School.	○	○	○	○	○
Reconfigure the southbound RM 2244 exit ramp to allow for more time to access RM 2244 from MoPac.	●	○	○	○	○
Add more bike/pedestrian facilities north of RM 2244 to better facilitate access, especially during events at Zilker Park.	○	○	○	○	○
New bridges over Barton Creek should span the creek and bridge columns should be placed outside of the water channel.	○	○	○	○	○
Implement improvements at Lake Austin Blvd. and 5th St. to reduce congestion at this intersection.	○	○	○	○	○

Please indicate how important the following facts are to you. (select one answer per question/statement):

	Very Important	Important	Moderately Important	Of Little Importance	Unimportant
The MoPac South Environmental Study team is developing Best Management Practices to protect water quality in the Edwards Aquifer.	○	○	○	○	○
The MoPac South Environmental Study team is conducting biological surveys related to vegetation and threatened and endangered species.	○	○	○	○	○
The MoPac South Environmental Study team is conducting research on historic resources along the corridor, such as Zilker Park.	○	○	○	○	○
The MoPac South Environmental Study team is performing traffic noise and air quality analyses.	○	○	○	○	○

Where do you live? (Select one)

____ South Central Austin	____ Southeast Austin	____ Southwest Austin
____ Central Austin	____ East Austin	____ West Austin
____ North Austin	____ Northeast Austin	✓ Northwest Austin
____ Buda	____ Kyle	____ Dripping Springs
____ Wimberley	____ San Marcos	____ East Travis County
____ West Travis County	____ Williamson County	____ Other

If "Other," please specify: _____

Where do you work? (Select one)

✓ South Central Austin	____ Southeast Austin	____ Southwest Austin
____ Central Austin	____ East Austin	____ West Austin
____ North Austin	____ Northeast Austin	____ Northwest Austin
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____ Wimberley	____ San Marcos	____ East Travis County
____ West Travis County	____ Williamson County	____ Other

If "Other," please specify: _____

How did you hear about this Open House? (Select all that apply)

____ Email from the MoPac South Environmental Study team
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____ Twitter
____ Newspaper: _____
____ Television station: _____
____ Radio station: _____
____ Roadway signage
____ Friend/neighbor/relative/co-worker
____ Just passing by
____ Neighborhood or organization: _____
____ Other: _____

MoPac South
ENVIRONMENTAL STUDY

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CONFIGURATION: One Express Lane + Downtown Direct Connection

- Number of Express Lanes in Each Direction: One
- Access to Downtown: One-lane, elevated direct connect ramp in each direction, to and from Cesar Chavez Street
- New Elevated Structure: One northbound and one southbound ramp near Cesar Chavez Street (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)

What do you like about this configuration?

nothing

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

go back to the enviromental studies
35-45-mopac

CONFIGURATION: One Express Lane Without Downtown Direct Connection

- Number of Express Lanes in Each Direction: One
- Access to Downtown (Northbound): Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
- Access from Downtown (Southbound): Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- New Elevated Structure: None

What do you like about this configuration?

nothing

#16

What suggestions do you have for improving this configuration?

Do a complete enviromental study

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes + Downtown Direct Connection

- Number of Express Lanes in Each Direction: Two
- Access to Downtown: One-lane, elevated direct connect ramp in each direction, to and from Cesar Chavez Street
- New Elevated Structure: One northbound and one southbound ramp near Cesar Chavez Street. (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)

What do you like about this configuration?

nothing

What suggestions do you have for improving this configuration?

see above

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes Without Downtown Direct Connection

- Number of Express Lanes in Each Direction: Two
- Access to Downtown (Northbound): Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
- Access from Downtown (Southbound): Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- New Elevated Structure: None

What do you like about this configuration?

nothing

What suggestions do you have for improving this configuration?

Do a complete enviromental study of what connecting 35 to 43 to mopac

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes + Elevated Ramps Near Barton Skyway

- Number of Express Lanes in Each Direction: Two
- Access to Downtown (Northbound): Exit Express Lanes using new elevated ramp near Barton Skyway and enter right-most general purpose lane south of Lady Bird Lake in order to access the existing Cesar Chavez St./5th St. exit
- Access from Downtown (Southbound): Once on southbound MoPac, get in the right-most general purpose lane in order to enter the Express Lanes using new elevated ramp near Barton Skyway
- New Elevated Structure: One northbound and one southbound ramp near Barton Skyway (approximately 30 feet above existing pavement)

What do you like about this configuration?

nothing

What suggestions do you have for improving this configuration?

DO A complete survey on what connecting 35-45-mopac !

Please list any comments or questions you may have about this configuration.

CONFIGURATION: City of Austin Proposal

- Number of Express Lanes in Each Direction: Two between Cesar Chavez Street and US 290; One between US 290 and Slaughter Lane
- Access to Downtown (Northbound): Exit Express Lanes using new one-lane, elevated exit ramp to northbound collector distributor road north of Barton Skyway and over Lady Bird Lake in order to access the existing Cesar Chavez St./5th St. exist
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- New Elevated Structure: One northbound and one southbound ramp near Barton Skyway (approximately 30 feet above existing pavement); new northbound and southbound collector-distributor road bridges over Lady Bird Lake

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

Which viewpoint is closest to your own? (select one):

____I am tired of sitting in traffic. We need to address the traffic issues on MoPac South by adding the maximum additional capacity possible within the existing right-of-way. Our community is going to keep growing.

__V__We don't need to address the traffic issues on MoPac South because improvements will encourage more development. We should encourage people to change their driving behaviors.

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  - *Serve all roadway users*
- *Be constructible without unnecessary impacts to the natural and human environment*
- *Facilitate congestion management*
  - *Increase opportunities for transit and ridesharing*

Please indicate how much you agree with the following statement. (select one):

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
These criteria listed above are appropriate.	○	○	○	○	○

With help from community stakeholders, local governments and transportation partners, the study team has incorporated several improvements into the Express Lane Alternative. Please indicate how important each of the following improvements are to you. (select one):

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Address existing congestion problems in the vicinity of William Cannon Dr. and MoPac by improving entrance and exit ramps.	○	●	○	○	○
Add Texas Turnarounds at Barton Skyway to better facilitate access to MoPac, especially during events at Zilker Park.	○	●	○	○	○
Add an additional southbound general purpose lane south of William Cannon Dr.	○	●	○	○	○
Add new bypass lanes at Loop 360 in order to relieve back-ups at this exit.	○	●	○	○	○
Add direct connections from the Express Lanes to and from US 290.	○	○	○	○	●
The point where the Express Lane traffic would merge onto Cesar Chavez St. from the direct connection should shift farther east past Austin High School.	○	○	○	○	●
Reconfigure the southbound RM 2244 exit ramp to allow for more time to access RM 2244 from MoPac.	○	○	●	○	○
Add more bike/pedestrian facilities north of RM 2244 to better facilitate access, especially during events at Zilker Park.	○	●	○	○	○
New bridges over Barton Creek should span the creek and bridge columns should be placed outside of the water channel.	○	○	○	○	●
Implement improvements at Lake Austin Blvd. and 5th St. to reduce congestion at this intersection.	○	○	○	○	●

No express lane down here

No express lanes downtown-so they can sit in traffic?

Please indicate how important the following facts are to you. (select one answer per question/statement):

	Very Important	Important	Moderately Important	Of Little Importance	Unimportant
The MoPac South Environmental Study team is developing Best Management Practices to protect water quality in the Edwards Aquifer.	●	○	○	○	○
The MoPac South Environmental Study team is conducting biological surveys related to vegetation and threatened and endangered species.	●	○	○	○	○
The MoPac South Environmental Study team is conducting research on historic resources along the corridor, such as Zilker Park.	●	○	○	○	○
The MoPac South Environmental Study team is performing traffic noise and air quality analyses.	●	○	○	○	○

study 35-45-mopac

Where do you live? (Select one)

___ South Central Austin	___ Southeast Austin	___ Southwest Austin
X Central Austin	___ East Austin	X West Austin
___ North Austin	___ Northeast Austin	___ Northwest Austin
___ Buda	___ Kyle	___ Dripping Springs
___ Wimberley	___ San Marcos	___ East Travis County
___ West Travis County	___ Williamson County	___ Other

If "Other," please specify: _____

Where do you work? (Select one)

___ South Central Austin	___ Southeast Austin	___ Southwest Austin
___ Central Austin	___ East Austin	X West Austin
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___ Wimberley	___ San Marcos	___ East Travis County
___ West Travis County	___ Williamson County	___ Other

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- \ MoPac South Environmental Study website
- ___ Twitter
- ___ Newspaper: _____
- ___ Television station: _____
- ___ Radio station: _____
- ___ Roadway signage
- ___ Friend/neighbor/relative/co-worker
- ___ Just passing by
- ___ Neighborhood or organization: _____
- ___ Other: Keep MoPac Local

MoPac South
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- Number of Express Lanes in Each Direction: One
- Access to Downtown: One-lane, elevated direct connect ramp in each direction, to and from Cesar Chavez Street
- New Elevated Structure: One northbound and one southbound ramp near Cesar Chavez Street (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)

What do you like about this configuration?

~~NO~~

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

No elevation over the lake please further

CONFIGURATION: One Express Lane Without Downtown Direct Connection

- Number of Express Lanes in Each Direction: One
- Access to Downtown (Northbound): Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
- Access from Downtown (Southbound): Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- New Elevated Structure: None

What do you like about this configuration?

No new elevated structure
No new downtown access

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes + Downtown Direct Connection

- Number of Express Lanes in Each Direction: Two
- Access to Downtown: One-lane, elevated direct connect ramp in each direction, to and from Cesar Chavez Street
- New Elevated Structure: One northbound and one southbound ramp near Cesar Chavez Street. (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes Without Downtown Direct Connection

- Number of Express Lanes in Each Direction: Two
- Access to Downtown (Northbound): Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
- Access from Downtown (Southbound): Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- New Elevated Structure: None

What do you like about this configuration?

NO downtown connection
NO new elevated structure

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes + Elevated Ramps Near Barton Skyway

- Number of Express Lanes in Each Direction: Two
- Access to Downtown (Northbound): Exit Express Lanes using new elevated ramp near Barton Skyway and enter right-most general purpose lane south of Lady Bird Lake in order to access the existing Cesar Chavez St./5th St. exit
- Access from Downtown (Southbound): Once on southbound MoPac, get in the right-most general purpose lane in order to enter the Express Lanes using new elevated ramp near Barton Skyway
- New Elevated Structure: One northbound and one southbound ramp near Barton Skyway (approximately 30 feet above existing pavement)

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: City of Austin Proposal

- Number of Express Lanes in Each Direction: Two between Cesar Chavez Street and US 290; One between US 290 and Slaughter Lane
- Access to Downtown (Northbound): Exit Express Lanes using new one-lane, elevated exit ramp to northbound collector distributor road north of Barton Skyway and over Lady Bird Lake in order to access the existing Cesar Chavez St./5th St. exist
- Access from Downtown (Southbound): From Lake Austin Blvd., enter the new collector-distributor road over Lady Bird Lake and use the new one-lane, elevated entrance ramp north of Barton Skyway to enter the Express Lanes
- New Elevated Structure: One northbound and one southbound ramp near Barton Skyway (approximately 30 feet above existing pavement); new northbound and southbound collector-distributor road bridges over Lady Bird Lake

What do you like about this configuration?

I like this

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

Which viewpoint is closest to your own? (select one):

____I am tired of sitting in traffic. We need to address the traffic issues on MoPac South by adding the maximum additional capacity possible within the existing right-of-way. Our community is going to keep growing.

____We don't need to address the traffic issues on MoPac South because improvements will encourage more development. We should encourage people to change their driving behaviors.

Some of both

Which statement most closely reflects your opinion about providing a connection from the Express Lanes to and from downtown? (select one):

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____Connecting the Express Lanes to downtown Austin is important. Elevating a short section is OK, as long as it is not elevated over Lady Bird Lake.

____Connecting the Express Lanes to downtown Austin is important. Elevating a short section is OK, as long as it is not elevated near Bee Cave Road/Barton Skyway.

✓ Connecting the Express Lanes to downtown Austin is unimportant. No part of MoPac should be elevated anywhere as part of this project.

just over lake – BTW, where is traffic going NO @ Cesar Chavez

In order to arrive at a recommended configuration for the Express Lanes Alternative, each configuration will be evaluated using the following criteria:

- *Reduce congestion delay and provide travel time savings for all roadway users*
  - *Reduce congestion delay and optimize capacity utilization*
  - *Maximize travel time savings*
  - *Serve all roadway users*
- *Be constructible without unnecessary impacts to the natural and human environment*
- *Facilitate congestion management*
  - *Increase opportunities for transit and ridesharing*

Please indicate how much you agree with the following statement. (select one):

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
These criteria listed above are appropriate.	○	○	●	○	○

With help from community stakeholders, local governments and transportation partners, the study team has incorporated several improvements into the Express Lane Alternative. Please indicate how important each of the following improvements are to you. (select one):

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Add an additional southbound general purpose lane south of William Cannon Dr.	○	●	○	○	○
Add new bypass lanes at Loop 360 in order to relieve back-ups at this exit.	○	●	○	○	○
Add direct connections from the Express Lanes to and from US 290.	○	●	○	○	○
The point where the Express Lane traffic would merge onto Cesar Chavez St. from the direct connection should shift farther east past Austin High School.	○	●	○	○	○
Reconfigure the southbound RM 2244 exit ramp to allow for more time to access RM 2244 from MoPac.	○	●	○	○	○
Add more bike/pedestrian facilities north of RM 2244 to better facilitate access, especially during events at Zilker Park.	○	●	○	○	○
New bridges over Barton Creek should span the creek and bridge columns should be placed outside of the water channel. no further elevation	○	●	○	○	○
Implement improvements at Lake Austin Blvd. and 5th St. to reduce congestion at this intersection.	○	●	○	○	○

Please indicate how important the following facts are to you. (select one answer per question/statement):

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The MoPac South Environmental Study team is conducting research on historic resources along the corridor, such as Zilker Park.	●	○	○	○	○
The MoPac South Environmental Study team is performing traffic noise and air quality analyses.	●	○	○	○	○

Where do you live? (Select one)

___ South Central Austin	___ Southeast Austin	___ Southwest Austin
___ Central Austin	___ East Austin	X West Austin
___ North Austin	___ Northeast Austin	___ Northwest Austin
___ Buda	___ Kyle	___ Dripping Springs
___ Wimberley	___ San Marcos	___ East Travis County
___ West Travis County	___ Williamson County	___ Other

If "Other," please specify: _____

Where do you work? (Select one)

___ South Central Austin	___ Southeast Austin	___ Southwest Austin
___ Central Austin	___ East Austin	___ West Austin
___ North Austin	___ Northeast Austin	___ Northwest Austin
___ Buda	___ Kyle	___ Dripping Springs
___ Wimberley	___ San Marcos	___ East Travis County
___ West Travis County	___ Williamson County	X Other Home

If "Other," please specify: Home, thank God

How did you hear about this Open House? (Select all that apply)

- X Email from the MoPac South Environmental Study team
- X Postcard from the MoPac South Environmental Study team
- ___ MoPac South Environmental Study website
- ___ Twitter
- X Newspaper: _____
- X Television station: _____
- ___ Radio station: _____
- ___ Roadway signage
- X Friend/neighbor/relative/co-worker
- ___ Just passing by
- X Neighborhood or organization: West Austin Neighborhood Group
- ___ Other: _____

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- New Elevated Structure: One northbound and one southbound ramp near Cesar Chavez Street (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)

What do you like about this configuration?

Cesar Chavez is an important access to downtown

What suggestions do you have for improving this configuration?

Can 15th St / Enfield also get easier?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: One Express Lane Without Downtown Direct Connection

- Number of Express Lanes in Each Direction: One
- Access to Downtown (Northbound): Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
- Access from Downtown (Southbound): Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- New Elevated Structure: None

What do you like about this configuration?

#16

What suggestions do you have for improving this configuration?

Stripe downtown, but Austin downtown is growing & a top asset

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes + Downtown Direct Connection

- Number of Express Lanes in Each Direction: Two
- Access to Downtown: One-lane, elevated direct connect ramp in each direction, to and from Cesar Chavez Street
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What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

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- New Elevated Structure: None

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes + Elevated Ramps Near Barton Skyway

- Number of Express Lanes in Each Direction: Two
- Access to Downtown (Northbound): Exit Express Lanes using new elevated ramp near Barton Skyway and enter right-most general purpose lane south of Lady Bird Lake in order to access the existing Cesar Chavez St./5th St. exit
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CONFIGURATION: City of Austin Proposal

- Number of Express Lanes in Each Direction: Two between Cesar Chavez Street and US 290; One between US 290 and Slaughter Lane
- Access to Downtown (Northbound): Exit Express Lanes using new one-lane, elevated exit ramp to northbound collector distributor road north of Barton Skyway and over Lady Bird Lake in order to access the existing Cesar Chavez St./5th St. exist
- Access from Downtown (Southbound): From Lake Austin Blvd., enter the new collector-distributor road over Lady Bird Lake and use the new one-lane, elevated entrance ramp north of Barton Skyway to enter the Express Lanes
- New Elevated Structure: One northbound and one southbound ramp near Barton Skyway (approximately 30 feet above existing pavement); new northbound and southbound collector-distributor road bridges over Lady Bird Lake

What do you like about this configuration?

I like this too.

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

Which viewpoint is closest to your own? (select one):

____I am tired of sitting in traffic. We need to address the traffic issues on MoPac South by adding the maximum additional capacity possible within the existing right-of-way. Our community is going to keep growing.

____We don't need to address the traffic issues on MoPac South because improvements will encourage more development. We should encourage people to change their driving behaviors.

Which statement most closely reflects your opinion about providing a connection from the Express Lanes to and from downtown? (select one):

____Connecting the Express Lanes to downtown Austin is important. I don't have any concerns about elevating sections of the Express Lanes.

____Connecting the Express Lanes to downtown Austin is important. Elevating a short section is OK, as long as it is not elevated over Lady Bird Lake.

____Connecting the Express Lanes to downtown Austin is important. Elevating a short section is OK, as long as it is not elevated near Bee Cave Road/Barton Skyway.

____Connecting the Express Lanes to downtown Austin is unimportant. No part of MoPac should be elevated anywhere as part of this project.

In order to arrive at a recommended configuration for the Express Lanes Alternative, each configuration will be evaluated using the following criteria:

- *Reduce congestion delay and provide travel time savings for all roadway users*
  - *Reduce congestion delay and optimize capacity utilization*
  - *Maximize travel time savings*
  - *Serve all roadway users*
- *Be constructible without unnecessary impacts to the natural and human environment.*
- *Facilitate congestion management*
  - *Increase opportunities for transit and ridesharing*

Please indicate how much you agree with the following statement. (select one):

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
These criteria listed above are appropriate.	⊘	○	○	○	○

With help from community stakeholders, local governments and transportation partners, the study team has incorporated several improvements into the Express Lane Alternative. Please indicate how important each of the following improvements are to you. (select one):

	Very Important	Important	Moderately Important	Of Little Importance	Unimportant
Address existing congestion problems in the vicinity of William Cannon Dr. and MoPac by improving entrance and exit ramps.	✓	○	○	○	○
Add Texas Turnarounds at Barton Skyway to better facilitate access to MoPac, especially during events at Zilker Park.	✓	○	○	○	○
Add an additional southbound general purpose lane south of William Cannon Dr.	○	○	○	○	○
Add new bypass lanes at Loop 360 in order to relieve back-ups at this exit.	✓	○	○	○	○
Add direct connections from the Express Lanes to and from US 290.	○	✓	○	○	○
The point where the Express Lane traffic would merge onto Cesar Chavez St. from the direct connection should shift farther east past Austin High School.	○	○	○	✓	○
Reconfigure the southbound RM 2244 exit ramp to allow for more time to access RM 2244 from MoPac.	○	○	○	○	○
Add more bike/pedestrian facilities north of RM 2244 to better facilitate access, especially during events at Zilker Park.	○	○	○	○	○
New bridges over Barton Creek should span the creek and bridge columns should be placed outside of the water channel.	○	○	○	○	○
Implement improvements at Lake Austin Blvd. and 5th St. to reduce congestion at this intersection.	○	○	○	○	○

Dre?

Please indicate how important the following facts are to you. (select one answer per question/statement):

	Very Important	Important	Moderately Important	Of Little Importance	Unimportant
The MoPac South Environmental Study team is developing Best Management Practices to protect water quality in the Edwards Aquifer.	○	○	○	○	○
The MoPac South Environmental Study team is conducting biological surveys related to vegetation and threatened and endangered species.	○	○	○	○	○
The MoPac South Environmental Study team is conducting research on historic resources along the corridor, such as Zilker Park.	○	○	○	○	○
The MoPac South Environmental Study team is performing traffic noise and air quality analyses.	○	○	○	○	○

Where do you live? (Select one)

____ South Central Austin	____ Southeast Austin	____ Southwest Austin
____ Central Austin	____ East Austin	____ West Austin
____ North Austin	____ Northeast Austin	____ Northwest Austin
____ Buda	____ Kyle	____ Dripping Springs
____ Wimberley	____ San Marcos	____ East Travis County
____ West Travis County	____ Williamson County	____ Other

If "Other," please specify: _____

Where do you work? (Select one)

____ South Central Austin	____ Southeast Austin	____ Southwest Austin
____ Central Austin	____ East Austin	____ West Austin
____ North Austin	____ Northeast Austin	____ Northwest Austin
____ Buda	____ Kyle	____ Dripping Springs
____ Wimberley	____ San Marcos	____ East Travis County
____ West Travis County	____ Williamson County	____ Other

If "Other," please specify: _____

How did you hear about this Open House? (Select all that apply)

____ Email from the MoPac South Environmental Study team
____ Postcard from the MoPac South Environmental Study team
____ MoPac South Environmental Study website
____ Twitter
____ Newspaper: _____
____ Television station: _____
____ Radio station: _____
____ Roadway signage
____ Friend/neighbor/relative/co-worker
____ Just passing by
____ Neighborhood or organization: _____
____ Other: _____

MoPac South
ENVIRONMENTAL STUDY

Open House – November 10, 2015

COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac South Environmental Study. Please share your thoughts with the study team.

Several operational configurations for the Express Lanes Alternative have been evaluated by the study team. Please review the Open House exhibits to learn more about each configuration, then answer the following questions.

CONFIGURATION: One Express Lane + Downtown Direct Connection

- Number of Express Lanes in Each Direction: One
- Access to Downtown: One-lane, elevated direct connect ramp in each direction, to and from Cesar Chavez Street
- New Elevated Structure: One northbound and one southbound ramp near Cesar Chavez Street (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

Does cesar chavez Backup

CONFIGURATION: One Express Lane Without Downtown Direct Connection

- Number of Express Lanes in Each Direction: One
- Access to Downtown (Northbound): Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
- Access from Downtown (Southbound): Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- New Elevated Structure: None

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes + Downtown Direct Connection

- Number of Express Lanes in Each Direction: Two
- Access to Downtown: One-lane, elevated direct connect ramp in each direction, to and from Cesar Chavez Street
- New Elevated Structure: One northbound and one southbound ramp near Cesar Chavez Street. (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)

What do you like about this configuration?

True two lane with access to downtown

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

Does Cesar Chavez Backup

CONFIGURATION: Two Express Lanes Without Downtown Direct Connection

- Number of Express Lanes in Each Direction: Two
- Access to Downtown (Northbound): Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
- Access from Downtown (Southbound): Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- New Elevated Structure: None

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

Will access into downtown work? will Cesar Chavez backup

CONFIGURATION: Two Express Lanes + Elevated Ramps Near Barton Skyway

- Number of Express Lanes in Each Direction: Two
- Access to Downtown (Northbound): Exit Express Lanes using new elevated ramp near Barton Skyway and enter right-most general purpose lane south of Lady Bird Lake in order to access the existing Cesar Chavez St./5th St. exit
- Access from Downtown (Southbound): Once on southbound MoPac, get in the right-most general purpose lane in order to enter the Express Lanes using new elevated ramp near Barton Skyway
- New Elevated Structure: One northbound and one southbound ramp near Barton Skyway (approximately 30 feet above existing pavement)

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

Concerned about weave between Bee Cave & Downtown Ramps

CONFIGURATION: City of Austin Proposal

- Number of Express Lanes in Each Direction: Two between Cesar Chavez Street and US 290; One between US 290 and Slaughter Lane
- Access to Downtown (Northbound): Exit Express Lanes using new one-lane, elevated exit ramp to northbound collector distributor road north of Barton Skyway and over Lady Bird Lake in order to access the existing Cesar Chavez St./5th St. exist
- Access from Downtown (Southbound): From Lake Austin Blvd., enter the new collector-distributor road over Lady Bird Lake and use the new one-lane, elevated entrance ramp north of Barton Skyway to enter the Express Lanes
- New Elevated Structure: One northbound and one southbound ramp near Barton Skyway (approximately 30 feet above existing pavement); new northbound and southbound collector-distributor road bridges over Lady Bird Lake

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

Which viewpoint is closest to your own? (select one):

___I am tired of sitting in traffic. We need to address the traffic issues on MoPac South by adding the maximum additional capacity possible within the existing right-of-way. Our community is going to keep growing.

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Which statement most closely reflects your opinion about providing a connection from the Express Lanes to and from downtown? (select one):

✓ Connecting the Express Lanes to downtown Austin is important. I don't have any concerns about elevating sections of the Express Lanes.

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  - *Reduce congestion delay and optimize capacity utilization*
  - *Maximize travel time savings*
  - *Serve all roadway users*
- *Be constructible without unnecessary impacts to the natural and human environment.*
- *Facilitate congestion management*
  - *Increase opportunities for transit and ridesharing*

Please indicate how much you agree with the following statement. (select one):

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
These criteria listed above are appropriate.	⊘	○	○	○	○

With help from community stakeholders, local governments and transportation partners, the study team has incorporated several improvements into the Express Lane Alternative. Please indicate how important each of the following improvements are to you. (select one):

	Very Important	Important	Moderately Important	Of Little Importance	Unimportant
Address existing congestion problems in the vicinity of William Cannon Dr. and MoPac by improving entrance and exit ramps.	X	○	○	○	○
Add Texas Turnarounds at Barton Skyway to better facilitate access to MoPac, especially during events at Zilker Park.	○	○	X	○	○
Add an additional southbound general purpose lane south of William Cannon Dr.	X	○	○	○	○
Add new bypass lanes at Loop 360 in order to relieve back-ups at this exit.	○	X	○	○	○
Add direct connections from the Express Lanes to and from US 290.	○	X	○	○	○
The point where the Express Lane traffic would merge onto Cesar Chavez St. from the direct connection should shift farther east past Austin High School.	○	○	X	○	○
Reconfigure the southbound RM 2244 exit ramp to allow for more time to access RM 2244 from MoPac.	○	○	X	○	○
Add more bike/pedestrian facilities north of RM 2244 to better facilitate access, especially during events at Zilker Park.	○	○	X	○	○
New bridges over Barton Creek should span the creek and bridge columns should be placed outside of the water channel.	○	○	X	○	○
Implement improvements at Lake Austin Blvd. and 5th St. to reduce congestion at this intersection.	X	○	○	○	○

Please indicate how important the following facts are to you. (select one answer per question/statement):

	Very Important	Important	Moderately Important	Of Little Importance	Unimportant
The MoPac South Environmental Study team is developing Best Management Practices to protect water quality in the Edwards Aquifer.	○	X	○	○	○
The MoPac South Environmental Study team is conducting biological surveys related to vegetation and threatened and endangered species.	○	X	○	○	○
The MoPac South Environmental Study team is conducting research on historic resources along the corridor, such as Zilker Park.	○	X	○	○	○
The MoPac South Environmental Study team is performing traffic noise and air quality analyses.	○	X	○	○	○

Where do you live? (Select one)

___ South Central Austin	___ Southeast Austin	X Southwest Austin
___ Central Austin	___ East Austin	___ West Austin
___ North Austin	___ Northeast Austin	___ Northwest Austin
___ Buda	___ Kyle	___ Dripping Springs
___ Wimberley	___ San Marcos	___ East Travis County
___ West Travis County	___ Williamson County	___ Other

If "Other," please specify: _____

Where do you work? (Select one)

___ South Central Austin	___ Southeast Austin	___ Southwest Austin
X Central Austin- Downtown	___ East Austin	___ West Austin
___ North Austin	___ Northeast Austin	___ Northwest Austin
___ Buda	___ Kyle	___ Dripping Springs
___ Wimberley	___ San Marcos	___ East Travis County
___ West Travis County	___ Williamson County	___ Other

If "Other," please specify: _____

How did you hear about this Open House? (Select all that apply)

___ Email from the MoPac South Environmental Study team
X Postcard from the MoPac South Environmental Study team
___ MoPac South Environmental Study website
___ Twitter
___ Newspaper: _____
___ Television station: _____
___ Radio station: _____
X Roadway signage
___ Friend/neighbor/relative/co-worker
___ Just passing by
___ Neighborhood or organization: _____
___ Other: _____

MoPac South
ENVIRONMENTAL STUDY

Open House – November 10, 2015

COMMUNITY SURVEY

Your feedback is critical to the success of the MoPac South Environmental Study. Please share your thoughts with the study team.

Several operational configurations for the Express Lanes Alternative have been evaluated by the study team. Please review the Open House exhibits to learn more about each configuration, then answer the following questions.

CONFIGURATION: One Express Lane + Downtown Direct Connection

- Number of Express Lanes in Each Direction: One
- Access to Downtown: One-lane, elevated direct connect ramp in each direction, to and from Cesar Chavez Street
- New Elevated Structure: One northbound and one southbound ramp near Cesar Chavez Street (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)

What do you like about this configuration?

I do not like any of these plans

What suggestions do you have for improving this configuration?

I would recommend spending a whole lot less money on something that will actually serve to decrease traffic congestion. Toll roads for a limited few take next to no cars off other lanes. An HOV lane and extra express bus/park and ride would reduce the number of cars on the road and preserve tax dollars and green space,

Please list any comments or questions you may have about this configuration.

CONFIGURATION: One Express Lane Without Downtown Direct Connection

- Number of Express Lanes in Each Direction: One
- Access to Downtown (Northbound): Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
- Access from Downtown (Southbound): Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- New Elevated Structure: None

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes + Downtown Direct Connection

- Number of Express Lanes in Each Direction: Two
- Access to Downtown: One-lane, elevated direct connect ramp in each direction, to and from Cesar Chavez Street
- New Elevated Structure: One northbound and one southbound ramp near Cesar Chavez Street. (approximately 30 feet above existing pavement; lower than two existing structures in the intersection)

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes Without Downtown Direct Connection

- Number of Express Lanes in Each Direction: Two
- Access to Downtown (Northbound): Exit Express Lanes south of Barton Skyway into left-most general purpose lane and weave across three lanes to access existing Cesar Chavez Street exit
- Access from Downtown (Southbound): Enter general purpose lanes using existing Lake Austin Boulevard entrance ramp and weave across three lanes to access Express Lane south of Barton Skyway
- New Elevated Structure: None

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: Two Express Lanes + Elevated Ramps Near Barton Skyway

- Number of Express Lanes in Each Direction: Two
- Access to Downtown (Northbound): Exit Express Lanes using new elevated ramp near Barton Skyway and enter right-most general purpose lane south of Lady Bird Lake in order to access the existing Cesar Chavez St./5th St. exit
- Access from Downtown (Southbound): Once on southbound MoPac, get in the right-most general purpose lane in order to enter the Express Lanes using new elevated ramp near Barton Skyway
- New Elevated Structure: One northbound and one southbound ramp near Barton Skyway (approximately 30 feet above existing pavement)

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

CONFIGURATION: City of Austin Proposal

- Number of Express Lanes in Each Direction: Two between Cesar Chavez Street and US 290; One between US 290 and Slaughter Lane
- Access to Downtown (Northbound): Exit Express Lanes using new one-lane, elevated exit ramp to northbound collector distributor road north of Barton Skyway and over Lady Bird Lake in order to access the existing Cesar Chavez St./5th St. exist
- Access from Downtown (Southbound): From Lake Austin Blvd., enter the new collector-distributor road over Lady Bird Lake and use the new one-lane, elevated entrance ramp north of Barton Skyway to enter the Express Lanes
- New Elevated Structure: One northbound and one southbound ramp near Barton Skyway (approximately 30 feet above existing pavement); new northbound and southbound collector-distributor road bridges over Lady Bird Lake

What do you like about this configuration?

What suggestions do you have for improving this configuration?

Please list any comments or questions you may have about this configuration.

Which viewpoint is closest to your own? (select one):

✓ I am tired of sitting in traffic. We need to address the traffic issues on MoPac South by adding the maximum additional capacity possible within the existing right-of-way. Our community is going to keep growing. But these plans do not adequately solve the problem when I-11 is developed. Few cars to keep this road moving

___We don't need to address the traffic issues on MoPac South because improvements will encourage more development. We should encourage people to change their driving behaviors.

Which statement most closely reflects your opinion about providing a connection from the Express Lanes to and from downtown? (select one):

___Connecting the Express Lanes to downtown Austin is important. I don't have any concerns about elevating sections of the Express Lanes.

___Connecting the Express Lanes to downtown Austin is important. Elevating a short section is OK, as long as it is not elevated over Lady Bird Lake.

___Connecting the Express Lanes to downtown Austin is important. Elevating a short section is OK, as long as it is not elevated near Bee Cave Road/Barton Skyway.

✓ Connecting the Express Lanes to downtown Austin is unimportant. No part of MoPac should be elevated anywhere as part of this project.

In order to arrive at a recommended configuration for the Express Lanes Alternative, each configuration will be evaluated using the following criteria:

- *Reduce congestion delay and provide travel time savings for all roadway users*
  - *Reduce congestion delay and optimize capacity utilization*
  - *Maximize travel time savings*
  - *Serve all roadway users*
- *Be constructible without unnecessary impacts to the natural and human environment.*
- *Facilitate congestion management*
  - *Increase opportunities for transit and ridesharing*

Please indicate how much you agree with the following statement. (select one):

	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
These criteria listed above are appropriate.	○	◉	○	○	○

With help from community stakeholders, local governments and transportation partners, the study team has incorporated several improvements into the Express Lane Alternative. Please indicate how important each of the following improvements are to you. (select one):

	Very Important	Important	Moderately Important	Of Little Importance	Unimportant
Address existing congestion problems in the vicinity of William Cannon Dr. and MoPac by improving entrance and exit ramps.	○	●	○	○	○
Add Texas Turnarounds at Barton Skyway to better facilitate access to MoPac, especially during events at Zilker Park.	○	○	○	●	○
Add an additional southbound general purpose lane south of William Cannon Dr.	○	○	○	●	○
Add new bypass lanes at Loop 360 in order to relieve back-ups at this exit.	○	○	○	●	○
Add direct connections from the Express Lanes to and from US 290.	○	○	○	●	○
The point where the Express Lane traffic would merge onto Cesar Chavez St. from the direct connection should shift farther east past Austin High School.	○	○	○	●	○
Reconfigure the southbound RM 2244 exit ramp to allow for more time to access RM 2244 from MoPac.	○	○	○	●	○
Add more bike/pedestrian facilities north of RM 2244 to better facilitate access, especially during events at Zilker Park.	○	○	●	○	○
New bridges over Barton Creek should span the creek and bridge columns should be placed outside of the water channel.	○	○	●	○	○
Implement improvements at Lake Austin Blvd. and 5th St. to reduce congestion at this intersection.	○	○	●	○	○

Please indicate how important the following facts are to you. (select one answer per question/statement):

	Very Important	Important	Moderately Important	Of Little Importance	Unimportant
The MoPac South Environmental Study team is developing Best Management Practices to protect water quality in the Edwards Aquifer.	●	○	○	○	○
The MoPac South Environmental Study team is conducting biological surveys related to vegetation and threatened and endangered species.	●	○	○	○	○
The MoPac South Environmental Study team is conducting research on historic resources along the corridor, such as Zilker Park.	●	○	○	○	○
The MoPac South Environmental Study team is performing traffic noise and air quality analyses.	●	○	○	○	○

Where do you live? (Select one)

___ South Central Austin	___ Southeast Austin	___ Southwest Austin
X Central Austin	___ East Austin	___ West Austin
___ North Austin	___ Northeast Austin	___ Northwest Austin
___ Buda	___ Kyle	___ Dripping Springs
___ Wimberley	___ San Marcos	___ East Travis County
___ West Travis County	___ Williamson County	___ Other

If "Other," please specify: _____

Where do you work? (Select one)

___ South Central Austin	___ Southeast Austin	___ Southwest Austin
X Central Austin	___ East Austin	___ West Austin
___ North Austin	___ Northeast Austin	___ Northwest Austin
___ Buda	___ Kyle	___ Dripping Springs
___ Wimberley	___ San Marcos	___ East Travis County
___ West Travis County	___ Williamson County	___ Other

If "Other," please specify: _____

How did you hear about this Open House? (Select all that apply)

___ Email from the MoPac South Environmental Study team
___ Postcard from the MoPac South Environmental Study team
___ MoPac South Environmental Study website
___ Twitter
X Newspaper: _____
___ Television station: _____
___ Radio station: _____
___ Roadway signage
___ Friend/neighbor/relative/co-worker
___ Just passing by
___ Neighborhood or organization: _____
___ Other: _____

AUSTIN HIGH COMMUNITY INPUT
November 2015
Concerning Proposals of the Central Texas Regional Mobility Authority to expand MoPac by adding toll lanes from Cesar Chavez to Slaughter Lane

Austin High leaders seek your comments, questions and concerns since many members of our Austin High community will not be able to attend the official Open House of the CTRMA, or may not complete their on-line survey. Thank you!

Are you an: AHS Parent | AHS Student | AHS Faculty/Staff | AHS Community Member

Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: morning traffic | 4:15-5 PM traffic | 5-5:45PM traffic

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)? 20 min

What are your greatest traffic concerns for the area around Austin High?

How informed do you feel about the current MoPac South proposals?

Well informed | I know some about them | I know a little | This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not? NO, not worth it

Do you think a toll road is the best solution for this stretch of roadway? YES NO

Do you support proposed variable pricing (with no upper limit)? YES NO

Do you support an "upper deck" design? YES NO

Do you prefer no toll lanes, one toll lane or two toll lanes? NONE ONE TWO

Would you prefer an HOV lane to proposed toll lanes? YES NO

Would you likely use a Park & Ride service if it were available? YES NO

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school? Public Transit

Do you like a specific proposal offered by CTRMA?
Which one(s)?

What do you like about it?

Do you oppose a specific proposal of the CTRMA?
Which one(s)?

What are your concerns?

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name:
Email: [redacted]

AUSTIN HIGH COMMUNITY INPUT
November 2015
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Austin High leaders seek your comments, questions and concerns since many members of our Austin High community will not be able to attend the official Open House of the CTRMA, or may not complete their on-line survey. Thank you!

Are you an: AHS Parent (AHS Student) AHS Faculty/Staff AHS Community Member

Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: (Morning traffic) 4:15-5 PM traffic 5-5:45PM traffic

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)? 15-20 mins

What are your greatest traffic concerns for the area around Austin High?
Additional traffic + safety concerns

How informed do you feel about the current MoPac South proposals?

(Well informed) I know some about them I know a little This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?
No, $

Do you think a toll road is the best solution for this stretch of roadway? YES (NO)

Do you support proposed variable pricing (with no upper limit)? YES (NO)

Do you support an "upper deck" design? YES (NO)

Do you prefer no toll lanes, one toll lane or two toll lanes? (NONE) ONE TWO

Would you prefer an HOV lane to proposed toll lanes? (YES) NO

Would you likely use a Park & Ride service if it were available? (YES) NO

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school?

Do you like a specific proposal offered by CTRMA?
Which one(s)?

What do you like about it?

Do you oppose a specific proposal of the CTRMA?
Which one(s)?

What are your concerns?

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name:
Email: Phone:

Leyla Coleman

AUSTIN HIGH COMMUNITY INPUT
November 2015
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Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: morning traffic (4:15-5 PM traffic) 5-5:45PM traffic

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)?

What are your greatest traffic concerns for the area around Austin High? More cars!! Taking AHS land!

How informed do you feel about the current MoPac South proposals?

Well informed (I know some about them) I know a little This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not? No -

Do you think a toll road is the best solution for this stretch of roadway?	YES	(NO)
Do you support proposed variable pricing (with no upper limit)?	YES	(NO)
Do you support an "upper deck" design?	YES	(NO)
Do you prefer no toll lanes, one toll lane or two toll lanes?	(NONE)	ONE TWO
Would you prefer an HOV lane to proposed toll lanes?	(YES)	NO
Would you likely use a Park & Ride service if it were available?	(YES)	NO

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school? Similar Bleeding idea - Park & Ride

Do you like a specific proposal offered by CTRMA? Which one(s)? No

What do you like about it?

Do you oppose a specific proposal of the CTRMA? Which one(s)? All

What are your concerns?

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name:
Email: Phone:

AUSTIN HIGH COMMUNITY INPUT
November 2015
Concerning Proposals of the Central Texas Regional Mobility Authority to expand MoPac by adding toll lanes from Cesar Chavez to Slaughter Lane

Austin High leaders seek your comments, questions and concerns since many members of our Austin High community will not be able to attend the official Open House of the CTRMA, or may not complete their on-line survey. Thank you!

Are you an: AHS Parent (AHS Student) AHS Faculty/Staff AHS Community Member

Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: morning traffic (4:15-5 PM traffic) 5-5:45PM traffic

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)?
30 minutes
What are your greatest traffic concerns for the area around Austin High?
That the small merging lanes create more traffic.
How informed do you feel about the current MoPac South proposals?

(Well informed) I know some about them I know a little This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?
No, It will create more traffic

Do you think a toll road is the best solution for this stretch of roadway?	YES	(NO)
Do you support proposed variable pricing (with no upper limit)?	(YES)	NO
Do you support an "upper deck" design?	YES	(NO)
Do you prefer no toll lanes, one toll lane or two toll lanes?	(NONE) ONE	TWO
Would you prefer an HOV lane to proposed toll lanes?	(YES)	NO
Would you likely use a Park & Ride service if it were available?	(YES)	NO

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school? Better merging lanes, at least two

Do you like a specific proposal offered by CTRMA? Which one(s)?	Do you oppose a specific proposal of the CTRMA? Which one(s)? Connecting ramps to 3-35
What do you like about it?	What are your concerns? The most traffic

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name:
Email: Phone:

AUSTIN HIGH COMMUNITY INPUT
November 2015
Concerning Proposals of the Central Texas Regional Mobility Authority to expand MoPac by adding toll lanes from Cesar Chavez to Slaughter Lane

Austin High leaders seek your comments, questions and concerns since many members of our Austin High community will not be able to attend the official Open House of the CTRMA, or may not complete their on-line survey. Thank you!

Are you an: (AHS Parent) AHS Student AHS Faculty/Staff AHS Community Member

Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: morning traffic 4:15-5 PM traffic (5-5:45PM traffic)

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)? 15-20 min.

What are your greatest traffic concerns for the area around Austin High? Added gridlock, flooding concerns

How informed do you feel about the current MoPac South proposals?

Well informed (I know some about them) I know a little This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?
No. I live too close in for them to make a difference

Do you think a toll road is the best solution for this stretch of roadway?	YES	NO
Do you support proposed variable pricing (with no upper limit)?	YES	(NO)
Do you support an "upper deck" design?	YES	(NO)
Do you prefer no toll lanes, one toll lane or two toll lanes?	(NONE)	ONE TWO
Would you prefer an HOV lane to proposed toll lanes?	(YES)	NO
Would you likely use a Park & Ride service if it were available?	YES	(NO)

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school?

Do you like a specific proposal offered by CTRMA? Which one(s)?	Do you oppose a specific proposal of the CTRMA? Which one(s)?
What do you like about it?	What are your concerns?

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name: [redacted]
Email: [redacted]

AUSTIN HIGH COMMUNITY INPUT
November 2015
Concerning Proposals of the Central Texas Regional Mobility Authority to expand MoPac by adding toll lanes from Cesar Chavez to Slaughter Lane

Austin High leaders seek your comments, questions and concerns since many members of our Austin High community will not be able to attend the official Open House of the CTRMA, or may not complete their on-line survey. Thank you!

Are you an: AHS Parent AHS Student AHS Faculty/Staff (AHS Community Member)

Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: morning traffic 4:15-5 PM traffic 5-6:45PM traffic

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)?

What are your greatest traffic concerns for the area around Austin High?

How informed do you feel about the current MoPac South proposals? better after tonight

Well informed (I know some about them) I know a little This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not? NO

Do you think a toll road is the best solution for this stretch of roadway?	YES	(NO)
Do you support proposed variable pricing (with no upper limit)?	YES	(NO)
Do you support an "upper deck" design?	YES	(NO)
Do you prefer no toll lanes, one toll lane or two toll lanes?	(NONE) ONE	TWO
Would you prefer an HOV lane to proposed toll lanes?	(YES)	NO
Would you likely use a Park & Ride service if it were available?	YES	(NO) not needed

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school?

Do you like a specific proposal offered by CTRMA? Which one(s)?	Do you oppose a specific proposal of the CTRMA? Which one(s)?
What do you like about it?	What are your concerns?

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name:
Email: Phone:

AUSTIN HIGH COMMUNITY INPUT
November 2015
Concerning Proposals of the Central Texas Regional Mobility Authority to expand MoPac by adding toll lanes from Cesar Chavez to Slaughter Lane

Austin High leaders seek your comments, questions and concerns since many members of our Austin High community will not be able to attend the official Open House of the CTRMA, or may not complete their on-line survey. Thank you!

Are you an: (AHS Parent) AHS Student AHS Faculty/Staff AHS Community Member

Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: morning traffic 4:15-6 PM traffic (5-5:45PM traffic)

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)? 15-20 mins → to get on to MoPac

What are your greatest traffic concerns for the area around Austin High? dangerous level of congestion

How informed do you feel about the current MoPac South proposals? given # of proposed plans

Well informed I know some about them I know a little This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not? students/cars bikes

Do you think a toll road is the best solution for this stretch of roadway?	YES	NO
Do you support proposed variable pricing (with no upper limit)?	YES	NO
Do you support an "upper deck" design?	YES	NO
Do you prefer no toll lanes, one toll lane or two toll lanes?	NONE ONE	TWO
Would you prefer an HOV lane to proposed toll lanes?	YES	NO
Would you likely use a Park & Ride service if it were available?	YES	NO

Why? Note

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school? HOV lane(s)

Do you like a specific proposal offered by CTRMA? Which one(s)?	Do you oppose a specific proposal of the CTRMA? Which one(s)?
What do you like about it?	What are your concerns?

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
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Email: Phone:

AUSTIN HIGH COMMUNITY INPUT
November 2015
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Are you an: (AHS Parent) AHS Student AHS Faculty/Staff AHS Community Member

Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: morning traffic (4:15-5 PM traffic) 5-5:45PM traffic

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)? 10 min.

What are your greatest traffic concerns for the area around Austin High? Extreme congestion is dangerous for students and will become more congested/dangerous w/these proposals.
How informed do you feel about the current MoPac South proposals?

Well informed (I know some about them) I know a little This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? No Why or why not?

Do you think a toll road is the best solution for this stretch of roadway?	YES	(NO)
Do you support proposed variable pricing (with no upper limit)?	YES	(NO)
Do you support an "upper deck" design?	YES	(NO)
Do you prefer no toll lanes, one toll lane or two toll lanes?	(NONE)	ONE TWO
Would you prefer an HOV lane to proposed toll lanes?	(YES)	NO
Would you likely use a Park & Ride service if it were available?	(YES)	NO

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school?

Do you like a specific proposal offered by CTRMA? Which one(s)?	Do you oppose a specific proposal of the CTRMA? Which one(s)?
What do you like about it?	What are your concerns?

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name: Edwin Williams
Email: [redacted] Phone: [redacted]

AUSTIN HIGH COMMUNITY INPUT
November 2015
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Are you an: (AHS Parent) AHS Student AHS Faculty/Staff AHS Community Member

Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: morning traffic (3:15-5 PM traffic) 5-6:45PM traffic

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)?
10 min

What are your greatest traffic concerns for the area around Austin High?
Toll Roads increase congestion by concrete but will not reduce congestion. Variable toll will not remove any significant number of cars from existing lanes.

How informed do you feel about the current MoPac South proposals?

Well informed (I know some about them) I know a little This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?
No
Not enough benefit for the cost

Do you think a toll road is the best solution for this stretch of roadway?	YES	(NO)
Do you support proposed variable pricing (with no upper limit)?	YES	(NO)
Do you support an "upper deck" design?	YES	(NO)
Do you prefer no toll lanes, one toll lane or two toll lanes?	(NONE)	ONE TWO
Would you prefer an HOV lane to proposed toll lanes?	(YES)	NO
Would you likely use a Park & Ride service if it were available?	(YES)	NO

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school?

Do you like a specific proposal offered by CTRMA?
Which one(s)? No

Do you oppose a specific proposal of the CTRMA?
Which one(s)? All

What do you like about it?

What are your concerns?

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name: [redacted]
Email: [redacted] one:

AUSTIN HIGH COMMUNITY INPUT
November 2015
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Are you an: AHS Parent AHS Student AHS Faculty/Staff (AHS Community Member)

Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: morning traffic 4:15-5 PM traffic 5-5:45PM traffic

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)?

What are your greatest traffic concerns for the area around Austin High?

How informed do you feel about the current MoPac South proposals?

Well informed (I know some about them) I know a little This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?
NO Principles

Do you think a toll road is the best solution for this stretch of roadway? YES (NO)

Do you support proposed variable pricing (with no upper limit)? YES (NO)

Do you support an "upper deck" design? YES (NO)

Do you prefer no toll lanes, one toll lane or two toll lanes? (NONE) ONE TWO

Would you prefer an HOV lane to proposed toll lanes? (YES) NO

Would you likely use a Park & Ride service if it were available? YES N/A NO

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school?

Do you like a specific proposal offered by CTRMA?
Which one(s)?

What do you like about it?

Do you oppose a specific proposal of the CTRMA?
Which one(s)? All

What are your concerns?

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name:
Email: Phone:

AUSTIN HIGH COMMUNITY INPUT
November 2015
Concerning Proposals of the Central Texas Regional Mobility Authority to expand MoPac by adding toll lanes from Cesar Chavez to Slaughter Lane

Austin High leaders seek your comments, questions and concerns since many members of our Austin High community will not be able to attend the official Open House of the CTRMA, or may not complete their on-line survey. Thank you!

Are you an: AHS Parent AHS Student AHS Faculty/Staff AHS Community Member

Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: morning traffic 4:15-5 PM traffic 5-5:45PM traffic

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)? 15-30 minutes (depends)

What are your greatest traffic concerns for the area around Austin High? Safety with all the roads merging and splitting.

How informed do you feel about the current MoPac South proposals?

Well informed I know some about them I know a little This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?
No, changing toll prices and being unlimited is very much a deterrent.

Do you think a toll road is the best solution for this stretch of roadway?	YES	NO
Do you support proposed variable pricing (with no upper limit)?	YES	NO
Do you support an "upper deck" design?	YES	NO
Do you prefer no toll lanes, one toll lane or two toll lanes?	NONE	ONE TWO
Would you prefer an HOV lane to proposed toll lanes?	YES	NO
Would you likely use a Park & Ride service if it were available?	YES	NO

I would need more information. It would need to be manageable for students in all extracurricular programs too.

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school?

Do you like a specific proposal offered by CTRMA?
Which one(s)?

What do you like about it?

Do you oppose a specific proposal of the CTRMA?
Which one(s)?

What are your concerns?

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name:
Email: Phone:

Not having the ability to open the front door if I can't sign it if I need anything.

AUSTIN HIGH COMMUNITY INPUT
November 2015
Concerning Proposals of the Central Texan Regional Mobility Authority to expand MoPac by adding toll lanes from Cesar Chavez to Slaughter Lane

Austin High leaders seek your comments, questions and concerns since many members of our Austin High community will not be able to attend the official Open House of the CTRMA, or may not complete their on-line survey. Thank you!

Are you an: (AHS Parent) AHS Student AHS Faculty/Staff AHS Community Member

Do you or your child drive regularly to/from Austin High? yes
If yes:
Which seems worse?: morning traffic 4:15-6 PM traffic (5-5:45PM traffic)

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)?

What are your greatest traffic concerns for the area around Austin High?

How informed do you feel about the current MoPac South proposals?

Well informed I know some about them (I know a little) This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? N Why or why not?
Live close

Do you think a toll road is the best solution for this stretch of roadway?	YES	(NO)
Do you support proposed variable pricing (with no upper limit)?	YES	(NO)
Do you support an "upper deck" design?	YES	(NO)
Do you prefer no toll lanes, one toll lane or two toll lanes?	NONE ONE	TWO
Would you prefer an HOV lane to proposed toll lanes?	(YES)	NO
Would you likely use a Park & Ride service if it were available?	YES	NO

Do you have other ideas you wish would be explored to alleviate traffic on MoPac/to alleviate traffic around our school?
Live too close - will have to negotiate traffic - all normal if what happened to light rail? Central Austin options except

Do you like a specific proposal offered by CTRMA? Which one(s)?	Do you oppose a specific proposal of the CTRMA? Which one(s)?
What do you like about it?	What are your concerns?

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name: [redacted]
Email: [redacted] Phone:

We walk and bike in central Austin -

November 2015
Concerning Proposals of the Central Texas Regional Mobility Authority to expand MoPac by adding toll lanes from Cesar Chavez to Slaughter Lane

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Are you an: AHS Parent (AHS Student) AHS Faculty/Staff AHS Community Member

Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: morning traffic (4:15-5 PM traffic) 5-5:45PM traffic

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)? ~~1 hour~~

What are your greatest traffic concerns for the area around Austin High?

How informed do you feel about the current MoPac South proposals?

Well informed I know some about them (I know a little) This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?

Do you think a toll road is the best solution for this stretch of roadway? YES (NO)

Do you support proposed variable pricing (with no upper limit)? YES (NO)

Do you support an "upper deck" design? YES (NO)

Do you prefer no toll lanes, one toll lane or two toll lanes? (NONE) ONE TWO

Would you prefer an HOV lane to proposed toll lanes? YES (NO)

Would you likely use a Park & Ride service if it were available? YES (NO)

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school?

Do you like a specific proposal offered by CTRMA?
Which one(s)?

What do you like about it?

Do you oppose a specific proposal of the CTRMA?
Which one(s)?

What are your concerns?

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name:
Email: Phone:

Each time I will most likely wait on Veterans for a while.

It depends. If I get in my car right after the 4:15 bell rings I can beat the traffic.

Parking spaces will be harder to find and leaving school at 4:15 will take longer.

AUSTIN HIGH COMMUNITY INPUT
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Are you an: AHS Parent (AHS Student) AHS Faculty/Staff AHS Community Member

Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: morning traffic (4:15-5 PM traffic) 5-5:45PM traffic

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)? lake austin- it depends, sometimes is m

What are your greatest traffic concerns for the area around Austin High?
traffic after school

How informed do you feel about the current MoPac South proposals?

Well informed I know some about them I know a little (This is new to me)

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?
no bc i dont go that way

Do you think a toll road is the best solution for this stretch of roadway?	YES	(NO)
Do you support proposed variable pricing (with no upper limit)?	YES	(NO)
Do you support an "upper deck" design?	YES	(NO)
Do you prefer no toll lanes, one toll lane or two toll lanes?	(NONE) ONE	TWO
Would you prefer an HOV lane to proposed toll lanes?	YES	(NO)
Would you likely use a Park & Ride service if it were available?	YES	(NO)

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school?
move ahs student parking

Do you like a specific proposal offered by CTRMA? Which one(s)?	Do you oppose a specific proposal of the CTRMA? Which one(s)?
What do you like about it?	What are your concerns?

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name:
Email: Phone:

AUSTIN HIGH COMMUNITY INPUT
November 2015
Concerning Proposals of the Central Texas Regional Mobility Authority to expand MoPac by adding toll lanes from Cesar Chavez to Slaughter Lane

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Are you an: AHS Parent (AHS Student) AHS Faculty/Staff AHS Community Member

Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: morning traffic 4:15-5 PM traffic (5-5:45PM traffic)

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)? 10 min

What are your greatest traffic concerns for the area around Austin High? new drivers getting wreck-?

How informed do you feel about the current MoPac South proposals?

Well informed I know some about them I know a little (This is new to me)

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?

Do you think a toll road is the best solution for this stretch of roadway?	YES	(NO)
Do you support proposed variable pricing (with no upper limit)?	YES	(NO)
Do you support an "upper deck" design?	YES	(NO)
Do you prefer no toll lanes, one toll lane or two toll lanes?	NONE (ONE)	TWO
Would you prefer an HOV lane to proposed toll lanes?	(YES)	NO
Would you likely use a Park & Ride service if it were available?	YES	(NO)

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school? no

Do you like a specific proposal offered by CTRMA?
Which one(s)?

What do you like about it? repaiving mopac for non HOV lanes

Do you oppose a specific proposal of the CTRMA?
Which one(s)?

What are your concerns?

cheap, realistic,

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name:
Email: Phone:

AUSTIN HIGH COMMUNITY INPUT
November 2015
Concerning Proposals of the Central Texas Regional Mobility Authority
to expand MoPac by adding toll lanes from Cesar Chavez to Slaughter Lane

Austin High leaders seek your comments, questions and concerns since many members of our Austin High community will not be able to attend the official Open House of the CTRMA, or may not complete their on-line survey. Thank you!

Are you an: AHS Parent / AHS Student / AHS Faculty/Staff / AHS Community Member

Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: morning traffic / 4:15-5 PM traffic / 5-5:45PM traffic

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)? 10 min

What are your greatest traffic concerns for the area around Austin High?
Student drivers / new drivers adjusting to roads

How informed do you feel about the current MoPac South proposals?

Well informed / I know some about them / I know a little / This is new to me

Will you see the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?

Do you think a toll road is the best solution for this stretch of roadway?	YES	NO
Do you support proposed variable pricing (with no upper limit)?	YES	NO
Do you support an "upper deck" design?	YES	NO
Do you prefer no toll lanes, one toll lane or two toll lanes?	NONE	ONE / TWO
Would you prefer an HOV lane to proposed toll lanes?	YES	NO
Would you likely use a Park & Ride service if it were available?	YES	NO

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school?

Do you like a specific proposal offered by CTRMA?
Which one(s)?

What do you like about it?

Do you oppose a specific proposal of the CTRMA?
Which one(s)?

What are your concerns?

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name:
Email: Phone:

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Are you an: AHS Parent (AHS Student) AHS Faculty/Staff AHS Community Member

Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: morning traffic 4:15-5 PM traffic (5-5:45PM traffic)

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)? 20-30 min

What are your greatest traffic concerns for the area around Austin High?

How informed do you feel about the current MoPac South proposals?

Well informed I know some about them (I know a little) This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?
No

Do you think a toll road is the best solution for this stretch of roadway? YES (NO)

Do you support proposed variable pricing (with no upper limit)? YES (NO)

Do you support an "upper deck" design? YES (NO)

Do you prefer no toll lanes, one toll lane or two toll lanes? (NONE) ONE TWO

Would you prefer an HOV lane to proposed toll lanes? (YES) NO

Would you likely use a Park & Ride service if it were available? YES (NO)

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school?
Not really

Do you like a specific proposal offered by CTRMA?
Which one(s)?
The HOV lanes
What do you like about it?
Lets down on traffic & Co2 emmissions

Do you oppose a specific proposal of the CTRMA?
Which one(s)?
Toll roads in general
What are your concerns?
No choice

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
~~Name:~~
~~Email:~~ Phone:

AUSTIN HIGH COMMUNITY INPUT
November 2015
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Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: morning traffic (4:15-6 PM traffic) 5-5:45PM traffic

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)?

What are your greatest traffic concerns for the area around Austin High?
the area all around the front of AHS

How informed do you feel about the current MoPac South proposals?

Well informed I know some about them (I know a little) This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?
No tolls are not worth it for me.

Do you think a toll road is the best solution for this stretch of roadway? YES (NO)

Do you support proposed variable pricing (with no upper limit)? YES (NO)

Do you support an "upper deck" design? YES (NO)

Do you prefer no toll lanes, one toll lane or two toll lanes? NONE (ONE) TWO

Would you prefer an HOV lane to proposed toll lanes? (YES) NO

Would you likely use a Park & Ride service if it were available? YES (NO)

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school?

Do you like a specific proposal offered by CTRMA?
Which one(s)?

What do you like about it?

Do you oppose a specific proposal of the CTRMA?
Which one(s)?

What are your concerns?

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name:
Email: Phone:

AUSTIN HIGH COMMUNITY INPUT
November 2015
Concerning Proposals of the Central Texas Regional Mobility Authority to expand MoPac by adding toll lanes from Cesar Chavez to Slaughter Lane

Austin High leaders seek your comments, questions and concerns since many members of our Austin High community will not be able to attend the official Open House of the CTRMA, or may not complete their on-line survey. Thank you!

Are you an: AHS Parent (AHS Student) AHS Faculty/Staff AHS Community Member

Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: morning traffic 4:15-5 PM traffic (5-5:45PM traffic)

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)? I usually wait about 1 min. until moms drive to where they

What are your greatest traffic concerns for the area around Austin High? The traffic will only increase

How informed do you feel about the current MoPac South proposals?

(Well informed) I know some about them I know a little This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?
I won't because I don't have a toll tag for my car

Do you think a toll road is the best solution for this stretch of roadway?	YES	(NO)
Do you support proposed variable pricing (with no upper limit)?	YES	(NO)
Do you support an "upper deck" design?	(YES)	NO
Do you prefer no toll lanes, one toll lane or two toll lanes?	NONE	(ONE) TWO
Would you prefer an HOV lane to proposed toll lanes?	YES	(NO)
Would you likely use a Park & Ride service if it were available?	YES	NO

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school?

Do you like a specific proposal offered by CTRMA? Which one(s)?	Do you oppose a specific proposal of the CTRMA? Which one(s)?
What do you like about it?	What are your concerns?

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name:
Email: Phone:

AUSTIN HIGH COMMUNITY INPUT
November 2015
Concerning Proposals of the Central Texas Regional Mobility Authority
to expand MoPac by adding toll lanes from Cesar Chavez to Slaughter Lane

Austin High leaders seek your comments, questions and concerns since many members of our Austin High community will not be able to attend the official Open House of the CTRMA, or may not complete their on-line survey. Thank you!

Are you an: (AHS Parent) AHS Student AHS Faculty/Staff AHS Community Member

Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: morning traffic 4:15-5 PM traffic 5-5:45PM traffic

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)?

What are your greatest traffic concerns for the area around Austin High?

How informed do you feel about the current MoPac South proposals?

Well informed (I know some about them) I know a little This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?

NO

Do you think a toll road is the best solution for this stretch of roadway? YES (NO)

Do you support proposed variable pricing (with no upper limit)? YES (NO)

Do you support an "upper deck" design? YES (NO)

Do you prefer no toll lanes, one toll lane or two toll lanes? (NONE) ONE TWO

Would you prefer an HOV lane to proposed toll lanes? YES (NO)

Would you likely use a Park & Ride service if it were available? (YES) NO

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school?

Do you like a specific proposal offered by CTRMA?
Which one(s)?

What do you like about it?

Do you oppose a specific proposal of the CTRMA?
Which one(s)?

What are your concerns?

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name:
Email: Phone:

AUSTIN HIGH COMMUNITY INPUT
November 2015
Concerning Proposals of the Central Texas Regional Mobility Authority to expand MoPac by adding toll lanes from Cesar Chavez to Slaughter Lane

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Are you an: AHS Parent (AHS Student) AHS Faculty/Staff AHS Community Member

Do you or your child drive regularly to/from Austin High? Yes
If yes:
Which seems worse?: morning traffic 4:15-5 PM traffic 5-5:45PM traffic

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)? 20 minutes

What are your greatest traffic concerns for the area around Austin High? The tons commutes to school back daily
How informed do you feel about the current MoPac South proposals?

Well informed (I know some about them) I know a little This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?

Do you think a toll road is the best solution for this stretch of roadway?	YES	(NO)
Do you support proposed variable pricing (with no upper limit)?	YES	(NO)
Do you support an "upper deck" design?	YES	(NO)
Do you prefer no toll lanes, one toll lane or two toll lanes?	(NONE) ONE	TWO
Would you prefer an HOV lane to proposed toll lanes?	(YES)	NO
Would you likely use a Park & Ride service if it were available?	YES	NO

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school?

Do you like a specific proposal offered by CTRMA?
Which one(s)?

Do you oppose a specific proposal of the CTRMA?
Which one(s)?

What do you like about it?

What are your concerns?

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name:
Email: Phone:

AUSTIN HIGH COMMUNITY INPUT
November 2015
Concerning Proposals of the Central Texas Regional Mobility Authority to expand MoPac by adding toll lanes from Cesar Chavez to Slaughter Lane

Austin High leaders seek your comments, questions and concerns since many members of our Austin High community will not be able to attend the official Open House of the CTRMA, or may not complete their on-line survey. Thank you!

Are you an: AHS Parent (AHS Student) AHS Faculty/Staff AHS Community Member

Do you or your child drive regularly to/from Austin High? Yo

If yes:
Which seems worse?: morning traffic 4:15-5 PM traffic 5-5:45PM traffic

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)? 20 minutes

What are your greatest traffic concerns for the area around Austin High? The fact commuters to schools back daily

How informed do you feel about the current MoPac South proposals?

Well informed (I know some about them) I know a little This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?

Do you think a toll road is the best solution for this stretch of roadway?	YES	(NO)
Do you support proposed variable pricing (with no upper limit)?	YES	(NO)
Do you support an "upper deck" design?	YES	(NO)
Do you prefer no toll lanes, one toll lane or two toll lanes?	(NONE) ONE	TWO
Would you prefer an HOV lane to proposed toll lanes?	(YES)	NO
Would you likely use a Park & Ride service if it were available?	YES	NO

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school?

Do you like a specific proposal offered by CTRMA?
Which one(s)?

What do you like about it?

Do you oppose a specific proposal of the CTRMA?
Which one(s)?

What are your concerns?

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name:
Email: Phone:

AUSTIN HIGH COMMUNITY INPUT
November 2015
Concerning Proposals of the Central Texas Regional Mobility Authority
to expand MoPac by adding toll lanes from Cesar Chavez to Slaughter Lane

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Are you an: AHS Parent AHS Student AHS Faculty/Staff AHS Community Member ND

Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: morning traffic 4:15-5 PM traffic 5-6:45PM traffic

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)?

What are your greatest traffic concerns for the area around Austin High? → ALL OF WEST AUSTIN.

How informed do you feel about the current MoPac South proposals?

Well informed I know some about them I know a little This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not? NO

Do you think a toll road is the best solution for this stretch of roadway?	YES	(NO)
Do you support proposed variable pricing (with no upper limit)?	YES	(NO)
Do you support an "upper deck" design?	YES	(NO)
Do you prefer no toll lanes, one toll lane or two toll lanes?	(NONE) ONE	TWO
Would you prefer an HOV lane to proposed toll lanes?	(YES)	NO
Would you likely use a Park & Ride service if it were available?	(YES)	NO

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school?

Do you like a specific proposal offered by CTRMA?
Which one(s)? ND

Do you oppose a specific proposal of the CTRMA?
Which one(s)? ALL

What do you like about it?
NOTHING

What are your concerns?
DO IT WITH PAINT & PARK/RIDE.

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name:
Email: Phone:

AUSTIN HIGH COMMUNITY INPUT
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Are you an: AHS Parent (AHS Student) AHS Faculty/Staff AHS Community Member

Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: (morning traffic) 4:15-5 PM traffic 5-5:45PM traffic

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)? About 20 min

What are your greatest traffic concerns for the area around Austin High? only one way in and out. Make traffic worse

How informed do you feel about the current MoPac South proposals?

Well informed I know some about them (I know a little) This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?

Do you think a toll road is the best solution for this stretch of roadway?	(YES)	NO
Do you support proposed variable pricing (with no upper limit)?	YES	(NO)
Do you support an "upper deck" design?	YES	(NO)
Do you prefer no toll lanes, one toll lane or two toll lanes?	NONE	(ONE) TWO
Would you prefer an HOV lane to proposed toll lanes?	(YES)	NO
Would you likely use a Park & Ride service if it were available?	(YES)	NO

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school?

Do you like a specific proposal offered by CTRMA?
Which one(s)?

What do you like about it?

Do you oppose a specific proposal of the CTRMA?
Which one(s)?

What are your concerns?
when does this project start?

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name: Esteban Ochoa
Email: [redacted] Phone: [redacted]

AUSTIN HIGH COMMUNITY INPUT
November 2015
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Are you an: AHS Parent (AHS Student) AHS Faculty/Staff AHS Community Member

Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: morning traffic (4:15-5 PM traffic) (5-5:45PM traffic)

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)?

What are your greatest traffic concerns for the area around Austin High?
traffic and a lot of not turning signals

How informed do you feel about the current MoPac South proposals?

Well informed I know some about them I know a little (This is new to me)

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?
NO, I don't want to pay to be able to get home. I may in the next 4 years

Do you think a toll road is the best solution for this stretch of roadway?	YES	(NO)
Do you support proposed variable pricing (with no upper limit)?	YES	NO
Do you support an "upper deck" design?	(YES)	NO
Do you prefer no toll lanes, one toll lane or two toll lanes?	(NONE) ONE	TWO
Would you prefer an HOV lane to proposed toll lanes?	YES	(NO)
Would you likely use a Park & Ride service if it were available?	YES	(NO)

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school? no.

Do you like a specific proposal offered by CTRMA?
Which one(s)?

What do you like about it?

Do you oppose a specific proposal of the CTRMA?
Which one(s)?

What are your concerns?
Car accidents / to much traffic

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name: Stephanie peralta
Email: [redacted] Phone: [redacted]

AUSTIN HIGH COMMUNITY INPUT
November 2015
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Are you an: AHS Parent (AHS Student) AHS Faculty/Staff AHS Community Member

Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: morning traffic 4:15-5 PM traffic (5-5:45PM traffic)

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)? 10 min

What are your greatest traffic concerns for the area around Austin High? Safety of students

How informed do you feel about the current MoPac South proposals?

Well informed (I know some about them) I know a little This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?
No - I do not like [illegible] toll lanes

Do you think a toll road is the best solution for this stretch of roadway?	YES	(NO)
Do you support proposed variable pricing (with no upper limit)?	YES	(NO)
Do you support an "upper deck" design?	YES	(NO)
Do you prefer no toll lanes, one toll lane or two toll lanes?	(NONE)	ONE TWO
Would you prefer an HOV lane to proposed toll lanes?	(YES)	NO
Would you likely use a Park & Ride service if it were available?	(YES)	NO

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school? - maybe making bus lanes on MoPac and Cumulatively [illegible] a [illegible] on MoPac since many [illegible]

Do you like a specific proposal offered by CTRMA?
Which one(s)? no.

What do you like about it? n/a

Do you oppose a specific proposal of the CTRMA?
Which one(s)? I oppose the toll lanes & flyover ramps over AHS

What are your concerns?

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
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Are you an: (AHS Parent) AHS Student AHS Faculty/Staff AHS Community Member

Do you or your child drive regularly to/from Austin High? n/a
If yes:
Which seems worse?: morning traffic 4:15-5 PM traffic 5-5:45PM traffic

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)? n/a
30 min

What are your greatest traffic concerns for the area around Austin High? Atlanta Blvd / LAB / MoPac SA Blvd — pedestrian walkway under MoPac

How informed do you feel about the current MoPac South proposals?

(Well informed) I know some about them I know a little This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?
occasionally - for work - Driving to Wimberley

Do you think a toll road is the best solution for this stretch of roadway?	YES	(NO)
Do you support proposed variable pricing (with no upper limit)?	YES	(NO)
Do you support an "upper deck" design?	YES	(NO)
Do you prefer no toll lanes, one toll lane or two toll lanes?	(NONE) ONE	TWO
Would you prefer an HOV lane to proposed toll lanes?	(YES)	NO
Would you likely use a Park & Ride service if it were available?	(YES)	NO

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school? Why flooding at [illegible] locations around AHS district -

Do you like a specific proposal offered by CTRMA? not really
Which one(s)?

What do you like about it?

Do you oppose a specific proposal of the CTRMA?
Which one(s)? they all impact AHS students & neighborhood

What are your concerns? Coordination with COA & local impact

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name:
Email: Smarler Phone:

AUSTIN HIGH COMMUNITY INPUT
November 2015
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Are you an: AHS Parent (AHS Student) AHS Faculty/Staff AHS Community Member

Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: morning traffic 4:15-5 PM traffic (5-6:45PM traffic)

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)? 15-20mins

What are your greatest traffic concerns for the area around Austin High? [redacted] the speed of traffic

How informed do you feel about the current MoPac South proposals?

Well informed I know some about them (I know a little) This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?
No, its impact is too negative

Do you think a toll road is the best solution for this stretch of roadway? YES (NO)

Do you support proposed variable pricing (with no upper limit)? YES (NO)

Do you support an "upper deck" design? YES (NO)

Do you prefer no toll lanes, one toll lane or two toll lanes? (NONE) [redacted] TWO

Would you prefer an HOV lane to proposed toll lanes? (YES) NO

Would you likely use a Park & Ride service if it were available? YES (NO)

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school?
N/A

Do you like a specific proposal offered by CTRMA?
Which one(s)? No

What do you like about it?

Do you oppose a specific proposal of the CTRMA?
Which one(s)? No

What are your concerns?

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name:
Email: Phone:

AUSTIN HIGH COMMUNITY INPUT
November 2015
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Are you an: AHS Parent AHS Student AHS Faculty/Staff AHS Community Member

Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: morning traffic 4:15-5 PM traffic 5-5:45PM traffic

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)?
20-30 minutes

What are your greatest traffic concerns for the area around Austin High?
that too many people are moving here.

How informed do you feel about the current MoPac South proposals?

Well informed I know some about them I know a little This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?
no not on my way to school because I live in Northwest

Do you think a toll road is the best solution for this stretch of roadway? YES NO

Do you support proposed variable pricing (with no upper limit)? YES NO

Do you support an "upper deck" design? YES NO

Do you prefer no toll lanes, one toll lane or two toll lanes? NONE ONE TWO

Would you prefer an HOV lane to proposed toll lanes? YES NO

Would you likely use a Park & Ride service if it were available? YES NO

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school?
NOPE

Do you like a specific proposal offered by CTRMA?
Which one(s)?

What do you like about it?

Do you oppose a specific proposal of the CTRMA?
Which one(s)?

What are your concerns?

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name:
Email: NK Phone:

AUSTIN HIGH COMMUNITY INPUT
November 2015
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Are you an: AHS Parent (AHS Student) AHS Faculty/Staff AHS Community Member

Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: morning traffic (4:15-5 PM traffic) 5-5:45PM traffic

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)?
don't have to wait / off period

What are your greatest traffic concerns for the area around Austin High?
[illegible]

How informed do you feel about the current MoPac South proposals?
not informed
Well informed I know some about them I know a little (This is new to me)

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?
NO, don't want to spend $

Do you think a toll road is the best solution for this stretch of roadway?	YES	(NO)
Do you support proposed variable pricing (with no upper limit)?	YES	(NO)
Do you support an "upper deck" design?	(YES)	NO
Do you prefer no toll lanes, one toll lane or two toll lanes?	(NONE)	ONE TWO
Would you prefer an HOV lane to proposed toll lanes?	YES	(NO)
Would you likely use a Park & Ride service if it were available?	(YES)	NO

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school?
[illegible] / railroad system

Do you like a specific proposal offered by CTRMA? Which one(s)?	Do you oppose a specific proposal of the CTRMA? Which one(s)?
What do you like about it?	What are your concerns?

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name:
Email: Phone:

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November 2015
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Are you an: AHS Parent (AHS Student) AHS Faculty/Staff AHS Community Member

Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: morning traffic 4:15-5 PM traffic (5-5:45PM traffic)

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)?
5 min

What are your greatest traffic concerns for the area around Austin High?
Most of it

How informed do you feel about the current MoPac South proposals?

Well informed I know some about them I know a little (This is new to me)

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?
Yes, I live South

Do you think a toll road is the best solution for this stretch of roadway? YES (NO)

Do you support proposed variable pricing (with no upper limit)? YES (NO)

Do you support an "upper deck" design? (YES) NO

Do you prefer no toll lanes, one toll lane or two toll lanes? NONE ONE (TWO)

Would you prefer an HOV lane to proposed toll lanes? YES (NO)

Would you likely use a Park & Ride service if it were available? YES (NO)

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school?

Do you like a specific proposal offered by CTRMA?
Which one(s)?

What do you like about it?

Do you oppose a specific proposal of the CTRMA?
Which one(s)?

What are your concerns?

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name:
Email: Phone:

AUSTIN HIGH COMMUNITY INPUT
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Are you an: AHS Parent (AHS Student) AHS Faculty/Staff AHS Community Member

Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: morning traffic 4:15-5 PM traffic 5-5:45PM traffic

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)?

What are your greatest traffic concerns for the area around Austin High? Accidents

How informed do you feel about the current MoPac South proposals?

Well informed I know some about them I know a little. This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?

Do you think a toll road is the best solution for this stretch of roadway? YES NO

Do you support proposed variable pricing (with no upper limit)? YES NO

Do you support an "upper deck" design? YES NO

Do you prefer no toll lanes, one toll lane or two toll lanes? NONE ONE TWO

Would you prefer an HOV lane to proposed toll lanes? YES NO

Would you likely use a Park & Ride service if it were available? YES NO

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school?

Do you like a specific proposal offered by CTRMA?
Which one(s)?

What do you like about it?

Do you oppose a specific proposal of the CTRMA?
Which one(s)?

What are your concerns?

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name:
Email: Phone:

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November 2015
Concerning Proposals of the Central Texas Regional Mobility Authority to expand MoPac by adding toll lanes from Cesar Chavez to Slaughter Lane

Austin High leaders seek your comments, questions and concerns since many members of our Austin High community will not be able to attend the official Open House of the CTRMA, or may not complete their on-line survey. Thank you!

Are you an: (AHS Parent) AHS Student AHS Faculty/Staff AHS Community Member

Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: morning traffic (3:15-6 PM traffic) (5-5:45PM traffic)

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)? 10-15 mins (but I go left on LAB - much longer if you go right)

What are your greatest traffic concerns for the area around Austin High?
The toll proposals increase traffic on SF Austin/Veterans Drive making the area unsafe for pedestrians

How informed do you feel about the current MoPac South proposals?

Well informed | I know some about them | I know a little | This is new to me

not from the facts I figure - there is a lot of information

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?
NO, because the current plan will increase traffic in & around Austin

Do you think a toll road is the best solution for this stretch of roadway? YES (NO)
Because the current proposal adds traffic to Cesar Chavez & Veterans

Do you support proposed variable pricing (with no upper limit)? YES (NO)
** see below

Do you support an "upper deck" design? YES (NO)

Do you prefer no toll lanes, one toll lane or two toll lanes? NONE ONE TWO
personally, I am not against toll, but these proposals impact negatively

Would you prefer an HOV lane to proposed toll lanes? (YES) NO
As long as it is just not restriping -

Would you likely use a Park & Ride service if it were available? YES (NO)

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school?
Figure out a way to alleviate traffic while protecting AHS & the lake

Do you like a specific proposal offered by CTRMA?
Which one(s)? No

What do you like about it?
Not much

Do you oppose a specific proposal of the CTRMA?
Which one(s)?
No concerns are increased traffic around AHS & bikes

What are your concerns?
Park Trail - with inexperienced drivers already dodging peds & dogs & cars - an increase in cars will be a disaster.

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name: Blair Cruger
Email: [redacted] Phone:

** I don't understand the thought process of making toll road too expensive so drivers won't use it - what is the purpose? It won't alleviate one traffic on MoPac! (over)

AUSTIN HIGH COMMUNITY INPUT
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Are you an: AHS Parent | AHS Student | AHS Faculty/Staff | AHS Community Member

Do you or your child drive regularly to/from Austin High?

If yes:
which seems worse? morning traffic | 4:15-6 PM traffic | 5-5:45PM traffic

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)?

What are your greatest traffic concerns for the area around Austin High? traffic

How informed do you feel about the current MoPac South proposals?

Well informed | I know some about them | Know a little | This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?

no, money

Do you think a toll road is the best solution for this stretch of roadway?	YES	NO
Do you support proposed variable pricing (with no upper limit)?	YES	NO
Do you support an "upper deck" design?	YES	NO
Do you prefer no toll lanes, one toll lane or two toll lanes?	NONE	ONE TWO
Would you prefer an HOV lane to proposed toll lanes?	YES	NO
Would you likely use a Park & Ride service if it were available?	YES	NO

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school?

no

Do you like a specific proposal offered by CTRMA?
Which one(s)? HOV lane

Do you oppose a specific proposal of the CTRMA?
Which one(s)? toll no

What do you like about it?

it cuts back on traffic

What are your concerns?

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name:
Email:

Phone:

Austin Senior

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Are you an: AHS Parent (AHS Student) AHS Faculty/Staff AHS Community Member

Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: morning traffic (4:15-5 PM traffic) 5-5:45PM traffic

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)?

What are your greatest traffic concerns for the area around Austin High?

How informed do you feel about the current MoPac South proposals?

Well informed / I know some about them / I know a little / This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?

Do you think a toll road is the best solution for this stretch of roadway?	(YES)	NO
Do you support proposed variable pricing (with no upper limit)?	YES	NO
Do you support an "upper deck" design?	(YES)	NO
Do you prefer no toll lanes, one toll lane or two toll lanes?	NONE ONE	(TWO)
Would you prefer an HOV lane to proposed toll lanes?	YES	(NO)
Would you likely use a Park & Ride service if it were available?	YES	(NO)

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school?

Do you like a specific proposal offered by CTRMA? Which one(s)?	Do you oppose a specific proposal of the CTRMA? Which one(s)?
What do you like about it?	What are your concerns?

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name:
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Are you an: (AHS Parent) AHS Student AHS Faculty/Staff AHS Community Member

Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: morning traffic (4:15-5 PM traffic) 5-5:45PM traffic

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)? 15- 45 minutes

What are your greatest traffic concerns for the area around Austin High? Safety ?! "Jam"

How informed do you feel about the current MoPac South proposals?

Well informed I know some about them (I know a little) This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?

Do you think a toll road is the best solution for this stretch of roadway?	YES	(NO)	"it's not designed to have enough traffic
Do you support proposed variable pricing (with no upper limit)?	YES	(NO)	
Do you support an "upper deck" design?	YES	(NO)	
Do you prefer no toll lanes, one toll lane or two toll lanes?	(NONE)	ONE	TWO
Would you prefer an HOV lane to proposed toll lanes?	(YES)		NO
Would you likely use a Park & Ride service if it were available?	YES	(NO)	

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school?

Do you like a specific proposal offered by CTRMA?
Which one(s)? NO

What do you like about it?

Do you oppose a specific proposal of the CTRMA?
Which one(s)? All

What are your concerns? Safety ?! "real impact"

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
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Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: morning traffic 4:15-5 PM traffic (5-5:45PM traffic)

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)? 15 min

What are your greatest traffic concerns for the area around Austin High?

How informed do you feel about the current MoPac South proposals?

Well informed (I know some about them) I know a little This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?
No, I don't live in this part of town.

Do you think a toll road is the best solution for this stretch of roadway? YES NO

Do you support proposed variable pricing (with no upper limit)? YES (NO)

Do you support an "upper deck" design? YES (NO)

Do you prefer no toll lanes, one toll lane or two toll lanes? (NONE) ONE TWO

Would you prefer an HOV lane to proposed toll lanes? (YES) NO

Would you likely use a Park & Ride service if it were available? (YES) NO

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school? make housing in Austin more affordable. Move the highways to the outskirts of Austin

Do you like a specific proposal offered by CTRMA?
Which one(s)? NO

What do you like about it?
N/A

Do you oppose a specific proposal of the CTRMA?
Which one(s)? 3DUTM Mopac and CTRMA

What are your concerns?
It will negatively impact Austin High School and the natural beauty/landmarks of Austin

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
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Are you an: AHS Parent (AHS Student) AHS Faculty/Staff AHS Community Member

Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: (morning traffic) 4:15-5 PM traffic 5-5:45PM traffic

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)? 10-15 mins

What are your greatest traffic concerns for the area around Austin High?
increase in traffic / travel time
How informed do you feel about the current MoPac South proposals?

Well informed I know some about them I know a little (This is new to me)

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?
Im uninformed on this

Do you think a toll road is the best solution for this stretch of roadway?	YES	(NO)
Do you support proposed variable pricing (with no upper limit)?	YES	(NO)
Do you support an "upper deck" design?	YES	(NO)
Do you prefer no toll lanes, one toll lane or two toll lanes?	(NONE) ONE	TWO
Would you prefer an HOV lane to proposed toll lanes?	YES	(NO)
Would you likely use a Park & Ride service if it were available?	(YES)	NO

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school?

Do you like a specific proposal offered by CTRMA?
Which one(s)?

What do you like about it?

Do you oppose a specific proposal of the CTRMA?
Which one(s)?

What are your concerns?

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name:
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Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: morning traffic (4:15-5 PM traffic) (5-5:45PM traffic)

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)? 20 minute

What are your greatest traffic concerns for the area around Austin High?

How informed do you feel about the current MoPac South proposals?

Well informed (I know some about them) I know a little This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?

Do you think a toll road is the best solution for this stretch of roadway?	YES	(NO)
Do you support proposed variable pricing (with no upper limit)?	YES	(NO)
Do you support an "upper deck" design?	YES	(NO)
Do you prefer no toll lanes, one toll lane or two toll lanes?	(NONE)	ONE TWO
Would you prefer an HOV lane to proposed toll lanes?	YES	(NO)
Would you likely use a Park & Ride service if it were available?	YES	(NO)

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school? Go back to the drawing board - study a proposal carefully before moving forward.

Do you like a specific proposal offered by CTRMA?
Which one(s)?

What do you like about it?

Do you oppose a specific proposal of the CTRMA?
Which one(s)?

What are your concerns? More highway - more congestion - AHS is losing sight of the safety of our children is being overlooked by our city.

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
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Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: morning traffic (4:15-5 PM traffic) (5-5:45PM traffic)

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)? 15 minutes to exit to LAB

What are your greatest traffic concerns for the area around Austin High?

How informed do you feel about the current MoPac South proposals?

(Well informed) I know some about them I know a little This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?
NO

Do you think a toll road is the best solution for this stretch of roadway? YES (NO)

Do you support proposed variable pricing (with no upper limit)? YES (NO)

Do you support an "upper deck" design? YES (NO)

Do you prefer no toll lanes, one toll lane or two toll lanes? (NONE) ONE TWO

Would you prefer an HOV lane to proposed toll lanes? (YES) NO

Would you likely use a Park & Ride service if it were available? YES (NO)

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school? HOV Lane: Address congested Cesar Chavez

Do you like a specific proposal offered by CTRMA?
Which one(s)? NO Build

What do you like about it?

Do you oppose a specific proposal of the CTRMA?
Which one(s)?

What are your concerns?

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name:
Email: [redacted] Phone:

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Are you an: (AHS Parent) AHS Student AHS Faculty/Staff AHS Community Member

Do you or your child drive regularly to/from Austin High? (Yes)
If yes:
Which seems worse?: morning traffic — 4:15-5 PM traffic — 5-5:45PM traffic → During exploratory Gyrs this can vary day to day.

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)? 5-10 min

What are your greatest traffic concerns for the area around Austin High? Ped new construction doesn't encroach onto the school grounds

How informed do you feel about the current MoPac South proposals?

Well informed | I know some about them | (I know a little) | This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?
Most likely not due to toll requirement not cost effective

Do you think a toll road is the best solution for this stretch of roadway? YES (NO) it may depend on the limit of toll & how it is paid.

Do you support proposed variable pricing (with no upper limit)? YES (NO)

Do you support an "upper deck" design? only if no other option YES NO

Do you prefer no toll lanes, one toll lane or two toll lanes? (NONE) ONE TWO

Would you prefer an HOV lane to proposed toll lanes? (YES) NO

Would you likely use a Park & Ride service if it were available? YES (NO)

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school? Is Relocating Austin High a feasible option?

Do you like a specific proposal offered by CTRMA?
Which one(s)? Not at this time

What do you like about it?

Do you oppose a specific proposal of the CTRMA?
Which one(s)?

What are your concerns? Tolls not being affordable; current solutions not developed by those who actually live in the area & use these roads & resources.

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name: [redacted]
Email: [redacted] Phone: [redacted]

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Are you an: (AHS Parent) AHS Student AHS Faculty/Staff AHS Community Member

Do you or your child drive regularly to/from Austin High? Yes
If yes:
Which seems worse?: morning traffic 4:15-5 PM traffic 5-5:45PM traffic
Hard to say, it's all terrible!
In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)? 20 - 30 minutes

What are your greatest traffic concerns for the area around Austin High? Egress

How informed do you feel about the current MoPac South proposals?

Well informed (I know some about them) I know a little This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?
No. From SW Parkway to C Chavez not worth it, too difficult to exit Express Lanes & get to SFA HS turn off.

Do you think a toll road is the best solution for this stretch of roadway?	YES	(NO)
Do you support proposed variable pricing (with no upper limit)?	YES	(NO)
Do you support an "upper deck" design?	YES	(NO)
Do you prefer no toll lanes, one toll lane or two toll lanes?	(NONE) ONE	TWO
Would you prefer an HOV lane to proposed toll lanes?	(YES)	NO
Would you likely use a Park & Ride service if it were available?	YES	(NO) I doubt it. Depends on where it went-

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school?

Do you like a specific proposal offered by CTRMA?
Which one(s)?

What do you like about it?
I prefer HOV lanes & added free lanes.

Do you oppose a specific proposal of the CTRMA? I don't like the Tolls, they
Which one(s)? wrongly rewand the few (5%?) that can afford it.
What are your concerns?

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name:
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Are you an: AHS Parent AHS Student AHS Faculty/Staff ✓ AHS Community Member

Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: morning traffic 4:15-5 PM traffic 5-5:45PM traffic

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)?

What are your greatest traffic concerns for the area around Austin High?

How informed do you feel about the current MoPac South proposals?

✓ Well informed I know some about them I know a little This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?
Probably if we are not able to prevent them. Because they would delay us time,

Do you think a toll road is the best solution for this stretch of roadway? (YES?) NO → possibly

Do you support proposed variable pricing (with no upper limit)? (YES) NO

Do you support an "upper deck" design? YES (NO)

Do you prefer no toll lanes, one toll lane or two toll lanes? NONE (ONE) TWO

Would you prefer an HOV lane to proposed toll lanes? (YES) → (NO) → There could be both

Would you likely use a Park & Ride service if it were available? (YES) NO

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school? Much greater emphasis on Transit.

Do you like a specific proposal offered by CTRMA?
Which one(s)? No.

What do you like about it? - -

Do you oppose a specific proposal of the CTRMA?
Which one(s)? All.

What are your concerns? We need a "no-brainer" solution & commuters exiting have to the VA transit tower.

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name:
Email: [redacted] Phone: [redacted]

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Are you an: (AHS Parent) ; AHS Student AHS Faculty/Staff (AHS Community Member)

Do you or your child drive regularly to/from Austin High? Yes
If yes:
Which seems worse?: morning traffic 4:15-5 PM traffic (5-5:45PM traffic)

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)? 20 min

What are your greatest traffic concerns for the area around Austin High? Student safety

How informed do you feel about the current MoPac South proposals?

Well informed I know some about them (I know a little) This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not? probably not - I live in the middle; limited access might cut me out. $1.50 M2/trip is too high for regular use for me.

Do you think a toll road is the best solution for this stretch of roadway? YES (NO)

Do you support proposed variable pricing (with no upper limit)? YES (NO)

Do you support an "upper deck" design? YES (NO)

Do you prefer no toll lanes, one toll lane or two toll lanes? (NONE) ONE TWO

Would you prefer an HOV lane to proposed toll lanes? (YES) NO

Would you likely use a Park & Ride service if it were available? YES (NO) I work from home downtown trips are all random and at odd times

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school?

Do you like a specific proposal offered by CTRMA?
Which one(s)?

What do you like about it?

Do you oppose a specific proposal of the CTRMA?
Which one(s)?

What are your concerns?

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
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Are you an: (AHS Parent) AHS Student AHS Faculty/Staff AHS Community Member

Do you or your child drive regularly to/from Austin High?
If yes: walk
Which seems worse?: morning traffic (4:15-5 PM traffic) 5-5:45PM traffic

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)? ~ 15-20 min.

What are your greatest traffic concerns for the area around Austin High? Safety of pedestrians bicyclists.

How informed do you feel about the current MoPac South proposals?

Well Informed (I know some about them) I know a little This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not? No dang Singapore Tolls

Do you think a toll road is the best solution for this stretch of roadway?	YES	(NO)
Do you support proposed variable pricing (with no upper limit)?	YES	(NO)
Do you support an "upper deck" design?	YES	(NO)
Do you prefer no toll lanes, one toll lane or two toll lanes?	(NONE) ONE	TWO
Would you prefer an HOV lane to proposed toll lanes?	(YES)	NO
Would you likely use a Park & Ride service if it were available?	(YES)	NO

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school? No Patterson extension
No fast exit lanes to Cesar Chavez from W. 5th

Do you like a specific proposal offered by CTRMA?
Which one(s)? (none)
What do you like about it?

Do you oppose a specific proposal of the CTRMA?
Which one(s)? (all) proposed options,
What are your concerns?

Re-stripe & Create free HOV. Pay off I-30 (make it toll free)

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name: [redacted]
Email: [redacted]se:

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Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: morning traffic 4:15-5 PM traffic (5-5:45PM traffic)

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)? 10 min

What are your greatest traffic concerns for the area around Austin High?

How informed do you feel about the current MoPac South proposals?

Well informed I know some about them I know a little (this is new to me)

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?
IDK what that is.

Do you think a toll road is the best solution for this stretch of roadway? YES (NO)

Do you support proposed variable pricing (with no upper limit)? YES (NO)

Do you support an "upper deck" design? YES (NO)

Do you prefer no toll lanes, one toll lane or two toll lanes? (NONE) ONE TWO

Would you prefer an HOV lane to proposed toll lanes? (in west?) YES (NO)

Would you likely use a Park & Ride service if it were available? YES (NO)

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school?
NO

Do you like a specific proposal offered by CTRMA?
Which one(s)?

What do you like about it?

Do you oppose a specific proposal of the CTRMA?
Which one(s)?

What are your concerns?

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name:
Email: Phone:

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November 2015
Concerning Proposals of the Central Texas Regional Mobility Authority to expand MoPac by adding toll lanes from Cesar Chavez to Slaughter Lane

Austin High leaders seek your comments, questions and concerns since many members of our Austin High community will not be able to attend the official Open House of the CTRMA, or may not complete their on-line survey. Thank you!

Are you an: (AHS Parent) AHS Student AHS Faculty/Staff AHS Community Member

Do you or your child drive regularly to/from Austin High? about once a week.
If yes:
Which seems worse?: morning traffic 4:15-5 PM traffic (5-5:45PM traffic)

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)? I don't wait long to get to Cesar Chavez. Towards Mopac South but scary crossing the 2 fast moving lanes that are going North to merge into the one lane moving slowly South.

What are your greatest traffic concerns for the area around Austin High? The merging to Mopac South is my concern.

How informed do you feel about the current MoPac South proposals?

Well informed (I know some about them) I know a little This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not? Probably because of cost. I would use this toll road only if time is of the essence.

Do you think a toll road is the best solution for this stretch of roadway? YES (NO)

Do you support proposed variable pricing (with no upper limit)? YES (NO)

Do you support an "upper deck" design? YES (NO)

Do you prefer no toll lanes, one toll lane or two toll lanes? (NONE) ONE TWO

Would you prefer an HOV lane to proposed toll lanes? (YES) NO

Would you likely use a Park & Ride service if it were available? (YES) NO

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school? Explore restriping Mopac, and Park and Ride options

Do you like a specific proposal offered by CTRMA?
Which one(s)?

What do you like about it?

Do you oppose a specific proposal of the CTRMA? Oppose toll roads here because it damages Which one(s)? help local commuters

Adding an upper deck would be unsightly.

What are your concerns? Spending a lot of money to build roads that do nothing for those who travel Mopac most.

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name:
Email: Lea Ann Durand Phone: [redacted]

AUSTIN HIGH COMMUNITY INPUT
November 2015
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Are you an: (AHS Parent) AHS Student AHS Faculty/Staff (AHS Community Member)

Do you or your child drive regularly to/from Austin High?
If so: WALK
Which seems worse?: morning traffic (4:15-6 PM traffic) 5-5:45PM traffic

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)? ~ 15-20 MIN.

What are your greatest traffic concerns for the area around Austin High? CONGESTION

How informed do you feel about the current MoPac South proposals? NO

Well informed (I know some about them) I know a little This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?
NO, I LIKE CONTACT

Do you think a toll road is the best solution for this stretch of roadway?	YES	(NO)
Do you support proposed variable pricing (with no upper limit)?	YES	(NO)
Do you support an "upper deck" design?	YES	(NO)
Do you prefer no toll lanes, one toll lane or two toll lanes?	(NONE) ONE	TWO
Would you prefer an HOV lane to proposed toll lanes?	(YES)	NO
Would you likely use a Park & Ride service if it were available?	YES	(NO)

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school? NO

Do you like a specific proposal offered by CTRMA? NONE
Which one(s)?
HOV
What do you like about it?
LESS DISRUPTION

Do you oppose a specific proposal of the CTRMA? YES
Which one(s)?
NO FLYOVER
What are your concerns?
TOO MANY TO LIST

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name:
Email: [redacted]

6B

AUSTIN HIGH COMMUNITY INPUT
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to expand MoPac by adding toll lanes from Cesar Chavez to Slaughter Lane

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Are you an: (AHS Parent) AHS Student AHS Faculty/Staff AHS Community Member

Do you or your child drive regularly to/from Austin High? yes.
If yes: ALL are BAD! for us
Which seems worse?: morning traffic 4:15-5 PM traffic 5-5:45PM traffic

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)?
15 - 25 min.

What are your greatest traffic concerns for the area around Austin High?
SAFETY! More traffic will make it less safe. Peak morning & afternoon times are horribly congested.

How informed do you feel about the current MoPac South proposals?
Well informed I know some about them (I know a little) This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? No Why or why not?
We'd need to exit earlier to get to Austin High.

Do you think a toll road is the best solution for this stretch of roadway?	YES	(NO)
Do you support proposed variable pricing (with no upper limit)?	YES	(NO)
Do you support an "upper deck" design?	YES	(NO)
Do you prefer no toll lanes, one toll lane or two toll lanes?	(NONE)	ONE TWO
Would you prefer an HOV lane to proposed toll lanes?	(YES)	NO
Would you likely use a Park & Ride service if it were available?	YES	(NO)

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school?
those proposed by "Keep Mopac Local"

Do you like a specific proposal offered by CTRMA?	Do you oppose a specific proposal of the CTRMA?
Which one(s)? NO	Which one(s)? YES
	All of them
What do you like about it?	What are your concerns? More traffic Costly tolls

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name: Elizabeth Eichacher
Email: [redacted]

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Are you an: AHS Parent (AHS Student) AHS Faculty/Staff AHS Community Member

Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: (morning traffic) 4:15-5 PM traffic 5-5:45PM traffic

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)? 45 min

What are your greatest traffic concerns for the area around Austin High? safety of students

How informed do you feel about the current MoPac South proposals?

Well informed I know some about them (I know a little) This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not? can't afford it NO

Do you think a toll road is the best solution for this stretch of roadway?	YES	(NO)
Do you support proposed variable pricing (with no upper limit)?	YES	(NO)
Do you support an "upper deck" design?	YES	(NO)
Do you prefer no toll lanes, one toll lane or two toll lanes?	(NONE) ONE	TWO
Would you prefer an HOV lane to proposed toll lanes?	(YES)	NO
Would you likely use a Park & Ride service if it were available?	(YES)	NO

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school? more bus stops available and being able to ride using only student ID like UT Austin students.

Do you like a specific proposal offered by CTRMA? Which one(s)?	Do you oppose a specific proposal of the CTRMA? Which one(s)?
What do you like about it?	What are your concerns?

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name:
Email: Phone:

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Are you an: AHS Parent AHS Student AHS Faculty/Staff AHS Community Member Barton Hills Neighborhood

Do you or your child drive regularly to/from Austin High? N/a
If yes:
Which seems worse?: morning traffic 4:15-5 PM traffic 5-5:45PM traffic

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)?

What are your greatest traffic concerns for the area around Austin High?

How informed do you feel about the current MoPac South proposals?

Well informed I know some about them I know a little This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?

Do you think a toll road is the best solution for this stretch of roadway?	YES	NO
Do you support proposed variable pricing (with no upper limit)?	YES	NO
Do you support an "upper deck" design?	YES	NO
Do you prefer no toll lanes, one toll lane or two toll lanes?	(NONE)	ONE TWO
Would you prefer an HOV lane to proposed toll lanes?	YES	(NO)
Would you likely use a Park & Ride service if it were available?	(YES)	NO

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school?

Do you like a specific proposal offered by CTRMA?
Which one(s)? No, local transit thru Mobility 35 green

What do you like about it?

Do you oppose a specific proposal of the CTRMA?
Which one(s)?

What are your concerns? Safety & destruction of quality of life!

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name: Lynn R. Langley
Email: [redacted] Phone:

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Austin High leaders seek your comments, questions and concerns since many members of our Austin High community will not be able to attend the official Open House of the CTRMA, or may not complete their on-line survey. Thank you!

Are you an: (AHS Parent) AHS Student AHS Faculty/Staff AHS Community Member

Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: morning traffic 4:15-5 PM traffic (5-5:45PM traffic)

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)? 15 minutes

What are your greatest traffic concerns for the area around Austin High? Bringing more traffic to the area.

How informed do you feel about the current MoPac South proposals?

Well informed I know some about them (I know a little) (This is new to me)

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?
Yes – I live Central and utilize MoPac in the non-peak hours

Do you think a toll road is the best solution for this stretch of roadway?	YES	(NO)
Do you support proposed variable pricing (with no upper limit)?	YES	(NO)
Do you support an "upper deck" design?	YES	(NO)
Do you prefer no toll lanes, one toll lane or two toll lanes?	(NONE) ONE	TWO
Would you prefer an HOV lane to proposed toll lanes?	(YES)	NO
Would you likely use a Park & Ride service if it were available?	YES	(NO) Down south by 290 - of Central

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school?

Do you like a specific proposal offered by CTRMA?
Which one(s)?

What do you like about it?

Do you oppose a specific proposal of the CTRMA? Upper tier decks because they do not help the local communities

Which one(s)?

What are your concerns?

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name: Summer Vanaughlop
Email: [redacted] Phone: [redacted]

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Are you an: AHS Parent AHS Student AHS Faculty/Staff (AHS Community Member)

Do you or your child drive regularly to/from Austin High? not

If yes:
Which seems worse: morning traffic 4:15-5 PM traffic 5-5:45PM traffic

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)? n/a

What are your greatest traffic concerns for the area around Austin High? congestion

How informed do you feel about the current MoPac South proposals?

Well informed I know some about them (I know a little) This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? for Why or why not? too expensive

Do you think a toll road is the best solution for this stretch of roadway?	YES	(NO)
Do you support proposed variable pricing (with no upper limit)?	YES	(NO)
Do you support an "upper deck" design?	YES	(NO)
Do you prefer no toll lanes, one toll lane or two toll lanes?	(NONE) ONE	TWO
Would you prefer an HOV lane to proposed toll lanes?	(YES)	NO
Would you likely use a Park & Ride service if it were available?	(YES)	NO

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school?

Do you like a specific proposal offered by CTRMA?
Which one(s)?

What do you like about it?

Do you oppose a specific proposal of the CTRMA?
Which one(s)?

What are your concerns?

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide you:
Name:
Email: [redacted] Phone: [redacted]

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Are you an: AHS Parent AHS Student AHS Faculty/Staff (AHS Community Member)

Do you or your child drive regularly to/from Austin High? N/A
If yes:
Which seems worse?: morning traffic 4:15-5 PM traffic 5-5:45PM traffic

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)?

What are your greatest traffic concerns for the area around Austin High? THE QUICK EXITS, ON GRADE RAILROAD CROSSING BY CARS, LOSING OUR GREEN SPACE — MAKING WINNERS (TXDOT) in their terms — LOSERS — AHS and Austin and our sacred environment.

How informed do you feel about the current MoPac South proposals? ALL ROAD-STUDY TIME !!

(Well informed) I know some about them I know a little This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?
I WANT TO STOP THEM

Do you think a toll road is the best solution for this stretch of roadway?	YES	(NO)
Do you support proposed variable pricing (with no upper limit)?	YES	(NO)
Do you support an "upper deck" design?	YES	(NO)
Do you prefer no toll lanes, one toll lane or two toll lanes?	(NONE)	ONE TWO
Would you prefer an HOV lane to proposed toll lanes?	(YES)	NO
Would you likely use a Park & Ride service if it were available?	(YES)	NO

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school?

Do you like a specific proposal offered by CTRMA?
Which one(s)?
LIKE NONE

What do you like about it?

Do you oppose a specific proposal of the CTRMA?
Which one(s)?

What are your concerns? OUR PRECIOUS RESOURCES IN DANGER. YOUNG PEOPLE, AIR, WATER

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name: Marybeth Maher
Email: [redacted]
Phone: [redacted]

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Are you an: AHS Parent AHS Student AHS Faculty/Staff (AHS Community Member)

Do you or your child drive regularly to/from Austin High? Cars over Mopac/Lake Austin Blvd
If yes:
Which seems worse?: morning traffic (4:15-6 PM traffic) 5-5:45PM traffic

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)?

What are your greatest traffic concerns for the area around Austin High? NO FLYOVER!

How informed do you feel about the current MoPac South proposals? NO DBL DECKER

(Well informed) I know some about them I know a little This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?
Mostly I walk & like prefer to protect the aquifer

Do you think a toll road is the best solution for this stretch of roadway? YES NO

Do you support proposed variable pricing (with no upper limit)? YES (NO)

Do you support an "upper deck" design? YES (NO)

Do you prefer no toll lanes, one toll lane or two toll lanes? NONE ONE (TWO)

Would you prefer an HOV lane to proposed toll lanes? (YES) NO

Would you likely use a Park & Ride service if it were available? (YES) NO
if job allowed/necessitated

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school?
HOV Lanes; better bus/rail options

Do you like a specific proposal offered by CTRMA?
Which one(s)? NO

What do you like about it?

Do you oppose a specific proposal of the CTRMA?
Which one(s)? YES
What are your concerns?
Double decker, fly over, more toll lanes, aquifer & more traffic

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name:
Email: Amanda Phone:
[redacted]

Connect to I-35 Study
less park land on Cesar Chavez

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Are you an: AHS Parent AHS Student AHS Faculty/Staff (AHS Community Member)

Do you or your child drive regularly to/from Austin High? No
If yes:
Which seems worse?: morning traffic 4:15-5 PM traffic 5-5:45PM traffic

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)?

What are your greatest traffic concerns for the area around Austin High?

How informed do you feel about the current MoPac South proposals?

Well informed (I know some about them) I know a little This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?
NO!

Do you think a toll road is the best solution for this stretch of roadway?	YES	(NO)
Do you support proposed variable pricing (with no upper limit)?	YES	(NO)
Do you support an "upper deck" design?	YES	(NO)
Do you prefer no toll lanes, one toll lane or two toll lanes?	(NONE) ONE	TWO
Would you prefer an HOV lane to proposed toll lanes?	(YES)	NO
Would you likely use a Park & Ride service if it were available?	(YES)	NO

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school?

Do you like a specific proposal offered by CTRMA? NO
Which one(s)?

What do you like about it?

Do you oppose a specific proposal of the CTRMA?
Which one(s)? ALL

What are your concerns?

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name: Kathy Doyle
Email: [redacted] Phone:

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Are you an: AHS Parent AHS Student AHS Faculty/Staff (AHS Community Member)

Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: morning traffic (4:15-5 PM traffic) 5-5:45PM traffic

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)? 20 minutes

What are your greatest traffic concerns for the area around Austin High? Safety/additional traffic

How informed do you feel about the current MoPac South proposals?

(Well informed) I know some about them I know a little This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?
yes - when affordable

Do you think a toll road is the best solution for this stretch of roadway?	YES	(NO)
Do you support proposed variable pricing (with no upper limit)?	YES	(NO)
Do you support an "upper deck" design?	YES	(NO)
Do you prefer no toll lanes, one toll lane or two toll lanes?	(NONE) ONE	TWO
Would you prefer an HOV lane to proposed toll lanes?	(YES)	NO
Would you likely use a Park & Ride service if it were available?	(YES)	NO

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school? Pay off

Do you like a specific proposal offered by CTRMA? NO
Which one(s)?

What do you like about it?

Do you oppose a specific proposal of the CTRMA?
Which one(s)? All

What are your concerns?
$350 million for travel time
that is still worse than today

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name: [redacted]
Email: [redacted]

AUSTIN HIGH COMMUNITY INPUT
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Are you an: AHS Parent (AHS Student) AHS Faculty/Staff AHS Community Member

Do you or your child drive regularly to/from Austin High?
If yes:
Which seems worse?: morning traffic (4:15-5 PM traffic) 5-5:45PM traffic

In the afternoon when school lets out, how long do you typically wait on SF Austin/Veterans Drive to get onto Lake Austin Blvd (traveling west) or Cesar Chavez (traveling east)? 15 minutes

What are your greatest traffic concerns for the area around Austin High?
Having an exit from mopac to Austin High & keeping AHS Highway safe
How informed do you feel about the current MoPac South proposals?

Well informed (I know some about them) I know a little This is new to me

Will you use the proposed Slaughter Lane to Cesar Chavez toll lanes? Why or why not?
No, the price is to high for my family ~~and its outside our~~

Do you think a toll road is the best solution for this stretch of roadway?	YES	(NO)
Do you support proposed variable pricing (with no upper limit)?	YES	(NO)
Do you support an "upper deck" design?	YES	(NO)
Do you prefer no toll lanes, one toll lane or two toll lanes?	(NONE) ONE	TWO
Would you prefer an HOV lane to proposed toll lanes?	(YES)	NO
Would you likely use a Park & Ride service if it were available?	(YES)	NO

Do you have other ideas you wish would be explored to alleviate traffic on MoPac or to alleviate traffic around our school? Park
No Turning the zilker walking bridge that connects zilker to Austin into a bridge for cars & pedestrians

Do you like a specific proposal offered by CTRMA?	Do you dislike a specific proposal of the CTRMA?
Which one(s)?	Which one(s)?
What do you like about it?	What are your concerns? The impact to the enviornment and traffic to AHS & Surroundin

Would you like to stay informed by Austin High's Traffic & Safety Committee? If so, please provide your:
Name: [redacted] 2/623
Email: [redacted] Phone:

Attachment I
Comments (Forms, Emails and Web Mail)

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Hilda Abell

Address: [redacted]

[redacted] Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

- MAKE PUBLIC ALL THE TRAFFIC IMPACT & ENVIRONMENTAL STUDIES THAT HAVE BEEN CONDUCTED SO FAR.
- OPEN SH-130 TO FREE TRAFFIC
- DEVELOP PARK & RIDE FACILITIES @ KEY POINTS AROUND THE CITY & WORK W/ CAP METRO TO DEVELOP HOV LANES THAT ENCOURAGE PEOPLE TO USE PUBLIC TRANSIT
- STUDY ALL OF THE PROPOSED HIGHWAY PROJECTS (THE TWO ON MOPAC & SH-45) AS A SINGLE PROJECT. IT WOULD BE A SINGLE SYSTEM WITH ENORMOUS CUMULATIVE IMPACTS TO THE ENTIRE CITY & DESERVES A FULL, TRANSPARENT STUDY
- MEET ALL FEDERAL STANDARDS WHEN PERFORMING ENVIRONMENTAL STUDIES

COMMENTS ON VIRTUAL OPEN HOUSE

Maria	Abernathy	11/17/15	After viewing maps, reading, and participating in discussions of the CTRMA proposals for South Mopac, I still do not support any elevated lanes over MoPac in the area of Lady Bird Lake and Zilker Park. IF any of the proferred options must be chosen, the option with toll lanes but no elevated lanes would be the least offensive. However, I don't agree that any of these options, which add huge amounts of pavement to this beautiful and environmentally sensitive area of Austin, must be built - I urge CTRMA, businesses, and local governments to consider other ways to reduce congestion on Mopac during peak commute hours: staggered work schedules, increased use of telecommuting, rail lines, and NO connection of MoPac to IH35 through the extension of SH45. Please consider also that diverting large truck traffic to TX 130 (and making it toll-free) could significantly contribute to faster commuter traffic on MoPac and IH35. Thank you.

From: Maria Abernathy
To: [redacted]atomlinson@hntb.com; [redacted]al.alonzi@dot.gov; [redacted]; steve.adler@austintexas.gov; delia.garza@austintexas.gov; ora.houston@austintexas.gov; pio.renteria@austintexas.gov; greg.cesar@austintexas.gov; ann.kitchen@austintexas.gov; don.zimmerman@austintexas.gov; leslie.pool@austintexas.gov; ellen.troxclair@austintexas.gov; kathie.tovo@austintexas.gov; sheri.gallo@austintexas.gov; greg.malatek@txdot.go; mayorfarrell@cityofrollingwood.com; Brigid.Shea@traviscountytx.gov; Barbara.Rush@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; administrator@cityofrollingwood.com; sbeal@mobilityauthority.com; spusteinyk@molilityauthority.com; mespinoza@mobilityauthority.com; mheiligenstein@mobilityauthority.com
Subject: Comments submitted to CTRMA re South MoPac
Date: Tuesday, November 17, 2015 2:48:37 PM

After viewing maps, reading, and participating in discussions of the CTRMA proposals for South Mopac, I still do not support any elevated lanes over MoPac in the area of Lady Bird Lake and Zilker Park. IF any of the proferred options must be chosen, the option with toll lanes but no elevated lanes would be the least offensive.

However, I don't agree that any of these options, which add huge amounts of pavement to this beautiful and environmentally sensitive area of Austin, must be built - I urge CTRMA, businesses, and local governments to consider other ways to reduce congestion on Mopac during peak commute hours: staggered work schedules, increased use of telecommuting, rail lines, and NO connection of MoPac to IH35 through the extension of SH45. Please consider also that diverting large truck traffic to TX 130 (and making it toll-free) could significantly contribute to faster commuter traffic on MoPac and IH35.

Thank you.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Amy Ables [redacted]
Sent: Thursday, November 19, 2015 8:01 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Amy Ables
[redacted]

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Tuesday, November 10, 2015 9:40:15 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Adam Abrams
[redacted]
11/11/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Marie	Acuña	10/23/15	First off, I was glad to see an update on the status of the environmental study. As a resident of SW Austin and user of South MoPac I'd like to also mention the following: -Have lived in Austin since early 80s. I remember SOS alliance & the process of getting protections of environmentallying sensitive areas in place. When we got ready to buy a home in the late 90s, a big factor in choosing our neighborhood were the environmentally sensitive areas. We bought an already built home and as a believer in natural gardening/landscaping methods, I was confident we would be good stewards of the land. That has been proven out since then. We are more than willing to accept what others might consider negative aspects of living in SW Austin for the thrill of getting to live in such a beautiful part of the city. These are things like: more mosquitos when it rains (retaining ponds) & large variety of wildlife that visit our yard. We live about half a dozen houses from a greenbelt. In our back yard we see: red fox, racoons, squirrels, possum, owls, doves, blue jays, hummingbirds and butterflies. We want that to continue. -The greenbelt near our home will eventually become part of the Violet Crown Trail. I was pleased to see connectivity to that trail in the materials. -Also appreciated the fact that the proposals mention Congestion Management vs just more roads. In non-rush hour traffic we can get from our driveway to City Hall in 17 minutes. That tells me we don't have a road issue we have a capacity issue. And that can be addressed much differently. -I support the focus the materials place on public transit. Hubby catches a CapMetro flyer leaving the Park/Ride near the "Y" in Oak Hill. So his bus is on South MoPac every work day. A dedicated process to move buses quicker would be a big plus. -In conclusion, my first thought is the no build option WITH the proposed monies going towards: working with CapMetro to increase bus service from the SW part of town into downtown via South Mopac, use funds to educate the public on benefits of using transit, create a dedicated bus lane, etc.

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 3:55:58 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Cristina Adams
[redacted]
11/18/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 1:00:22 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.
What about last cal emergency medical services? What about local weather disasters?
Who's going to make money off the toll ways?
Have I -35 overcrowding use the tollway 130(?) east of Austin and make it free to use. It's already built but has little use. Because the I-35 truckers can't afford the toll charges @ 1 toll for each axle. Make it free even if a government entity has to pay to ft the investors that party paid for it to begin with!
I live 3 black cod east of MoPac. After almost 2 years of reconstruction .
I am tired being a citizen , taxpayer, and voter who
sees money being the motivator for the politicians
Not the voters and citizens!

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse
Cc: Austin area local, State and Federal officials

Sincerely,
Maureen Adaur MD
[redacted]
11/20/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 3:40:15 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Paul Addington
[redacted]
11/18/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Ammar	Ahmed	11/10/15	My question has to do with affects on lane closures and traffic on Mo-Pac South during the construction phase. From my understanding, during the Mo-Pac North project it was anticipated that during daytime hours the regular number of lanes would be open throughout the construction phase, but it seems that has not been the case, often with just one or two lanes open in either direction, even during the daytime, with resultant traffic delays. Regarding the Mo-Pac South project, will there be a more disciplined effort to keep the current number of lanes open (except for late night) throughout the construction phase?

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 06, 2015 7:58:25 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Charles Ahrens
[redacted]
11/07/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 3:25:38 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

I find it distressing that CTRMA continues not to offer an option of a completely non-tolled expansion of Mopac South. The construction of tolled lanes adds very significant cost to the project to maintain segretation, provide additional infrastructure and ROW to sustain existing free passage in the presence of the tollway, and to create tolling and toll enforcement mechanisms. Moreover the permanent costs of collecting and administering tolls, along with their enforcement, falls largely on the public. This overhead expense of time and money (above the fare costs themselves) is kept completely off the project books, a hidden tax on the public for which CMTRA claims absolutely no responsibility. Why pursue the significantly more expensive way to add capacity? Why foist all this additional cost on the public for no additional capacity?

Furthermore, the very nature of the toll lanes, which is based on limited access and limited use, only means that the reduced utilization of tolled lanes irrefutably implies increased utilization of non-tolled lanes under the same traffic volumes.

Tolled lanes on public roads represent a complete breakdown of reasonable, public-oriented governance in road building. Their existence means the State of Texas finance system for road construction is a failure.

Cc: Austin area local, State and Federal officials

Sincerely,
Larry Akers
[redacted]
11/18/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 10:15:25 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Louise Albers
[redacted]
11/20/2015

From: Leah Alberti
To: [redacted] atomlinson@HNTB.com; [redacted] al.alonzi@dot.gov; [redacted] steve.adler@austintexas.gov; delia.garza@austintexas.gov; ora.houston@austintexas.gov; pio.renteria@austintexas.gov; greg.cesar@austintexas.gov; ann.kitchen@austintexas.gov; don.zimmerman@austintexas.gov; leslie.pool@austintexas.gov; ellen.troxclair@austintexas.gov; kathie.tovo@austintexas.gov; sheri.gallo@austintexas.gov; greg.malatek@txdot.go; mayorfarrell@cityofrollingwood.com; Brigid.Shea@traviscountytx.gov; Barbara.Rush@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; administrator@cityofrollingwood.com; sbeal@mobilityauthority.com; spusteinyk@mobilityauthority.com; mespinoza@mobilityauthority.com; mheiligenstein@mobilityauthority.com
Subject: Please do NOT build elevated lanes over Mopac!
Date: Friday, November 20, 2015 8:46:10 AM

Dear CTRMA Staff and Board Members,

As a resident of [redacted] my family and I would like to express our full support [illegible] in any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two overpass bridges over MoPac. Elevated lanes will destroy the hill country feel [illegible] and charm of the Town of Lake Park and our beautiful downtown Austin area. It will [illegible] transform the character of this unique part of town from peaceful and green to congested and unsightly. Defeating every proposal that Lucy Rios and her team were trying to create for our wonderful part of our city.

Please do not be short sighted. Our children and grandchildren deserve a beautiful green space for [illegible] to enjoy. Please do not destroy it with more pollution, noise and congestion. Please vote no on 2610 that would add elevated lanes over MoPac.

Please consider my plea for these changes. I would love to talk with you in person if you would like to [illegible].

Sincerely,
Leah Alberti
[redacted]

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

Leah Alberti

Leah Alberti, [redacted]

Printed Name Address

Additional Comments:

Our family of five has lived in Rollingwood for many years & we are invested in our neighborhood & community. Elevated lanes would RUIN the beauty we all know & love about Lady Bird Lake & Zilker Park. Please consider only expanding Mopac to 3 Lanes in each direction !!

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

Merritt Alberti

Merritt Alberti [redacted]

Printed Name Address

Additional Comments:

Elevated Toll lanes over Lady Bird Lake will ruin the beauty & character Lady Bird Johnson worked so tirelessly to create with Lady Bird Lake & Zilker Park. Not only will it increase pollution & noise to one of the greatest center points of Austin

it will destroy the character, look & and feel of such a green & peaceful place such as Zilker Park.

In my opinion, the only palatable option that should be considered is expanding to 3 lanes in each direction WITHOUT elevated lanes

The area around Barton Skyway should utilized for Toll entrance and exit, not Bee Cave Rd.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Shannon Albright [redacted]
Sent: Friday, November 13, 2015 4:51 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 13, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Shannon Albright
[redacted]

COMMENTS ON VIRTUAL OPEN HOUSE

Robyn	Alcorta	11/2/15	Dear CTRMA Staff and Board Members, Please do not add a double-decker over Lady Bird Lake or Double Decker Wishbone bridges over MoPac. I support the addition of 2 Toll lanes each direction without elevated lanes: The 2-lane each direction without elevated lanes option meets all of the MoPac South project "goals and objectives" set by CTRMA The 2-lanes each direction without elevated lanes provides consistency with local plans for park land use and with the 2040 Long Range Plan. The 2-lane each direction without elevated lanes option has the lowest impact to the parks and neighborhoods while still significantly improving travel times and capacity on our roadway. The 2-lane each direction without elevated lanes option provides reduced congestion and travel time savings for all roadway users in 2035 and is only slightly slower than the option with a Double decker over Lady Bird Lake. The 2-lane each direction without elevated lanes option provides reduced congestion and travel time savings for all roadway users in 2035 and is only slightly slower than the option with 40-50 feet elevated Wishbone bridges over MoPac. The 2-lane each direction without elevated lanes option cost is $30 Million less than the Wishbone concept and $40 million less lane the Double Decker Decker concept. The 2-lane each direction without elevated lanes option minimizes impact to our water quality and lowers the impact on the natural and human environment by not building elevated structures near neighborhoods or Lady Bird Lake. The 2-lane each direction without elevated lanes option will be more likely to be delivered in a timely manner because it requires no right of way be taken from Zilker Park, Lady Bird Lake or Lamar Beach Park. I also support the addition of the sidewalk on the west side of MoPac from Lady Bird Lake to Barton Creek Mall. Instead of an 8' sidewalk I would like an 11' multi-use path to accommodate bikes and pedestrians and connect and seamlessly with Phase III of the MoPac bicycle and Pedestrian project. Please make sure to fully consider the social, economic, and environmental consequences. Please ensure the plans you choose support our public park land use, green spaces and community values! Sincerely, Robyn Alcorta

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): Mark Alexander

ADDRESS: [redacted]

COMMENTS: great overview. Well put together event with all involved entities. The format was casual and very visual.

Thank You and keep up the good work.

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

☐ I am employed by TxDOT

☐ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

21

[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Wick Alexander [redacted]
Sent: Wednesday, November 11, 2015 9:29 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 11, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Wick Alexander
[redacted]

COMMENTS ON VIRTUAL OPEN HOUSE

Mary	Allaway	11/3/15	Austin has a beautiful lake, springs and park around it. These areas must be valued and preserved. Do not burden our lake with a mass of concrete. Please, no double decker highway/tollway over Lady Bird Lake. Preserve the view. Preserve the fresh air. Preserve nature while you can. Add fewer lanes to Mopac. Take the expanded roadways out further west. Do something reasonable so that traffic uses the huge new highway/tollway east of I35! This is what you told us was the purpose of that road!! Be smart. Preserve the beautiful natural features of Austin.

Charles R. Winfield

From: Mary Allaway [redacted]
Sent: Tuesday, November 3, 2015 9:07 AM
To: steve.adler@austintexas.gov
Subject: Preserve Austin's beautiful natural features in Mopac South Expansion design

Austin has a beautiful lake, natural springs and park in the center of our city. These natural resources bring much life and zeal to our area. Preserve our natural areas. It is up to you and now is the time.

Protect these natural areas and keep the massive concrete highway/tollway from taking over our park view and natural areas. Do not allow double decker lanes and so many new other lanes on Mopac.

Take action to see that the new highway/tollway east of I35 is used. 130 was constructed to move 18 wheeler traffic from the center of our city and trucks don't use it because it costs too much. For heaven's sake, figure out how to make this roadway used. More space would be made on I35 and it would move faster. This alone would improve traffic in our city and we already have it!

Preserve the beauty that is Austin.

Mary Allaway
Austin, Tx

From: Mary Allaway
To: [redacted] Abby Tomlinson; [redacted] steve.adler@austintexas.gov; delia.garza@austintexas.gov; ora.houston@austintexas.gov; pio.renteria@austintexas.gov; greg.casar@austintexas.gov; ann.kitchen@austintexas.gov; don.zimmerman@austintexas.gov; leslie.pool@austintexas.gov; ellen.troxclair@austintexas.gov; kathie.tovo@austintexas.gov; sheri.gallo@austintexas.gov; greg.malatek@txdot.go; mayorfarrell@cityofrollingwood.com; Brigid.Shea@traviscountytx.gov; Barbara.Rush@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; administrator@cityofrollingwood.com; sbeal@mobilityauthority.com; spustejnyk@mobilityauthority.com; mespinoza@mobilityauthority.com; mheiligenstein@mobilityauthority.com
Subject: Do not add double-decker over Lake or Mopac PLEASE
Date: Thursday, November 05, 2015 8:09:31 AM

Please do not add a double-decker over Lady Bird Lake or Austin [illegible] Bridge. Building bridges over Lake Austin is [illegible] and [illegible] to the beauty of Austin.

Please preserve the beauty of Austin's natural features [illegible] by [illegible] and [illegible] Austin [illegible] double-decker highway. You have a choice to make between the natural beauty of Austin or [illegible] beauty of the many [illegible].

- [illegible]
- [illegible]
- [illegible]
- [illegible]
- [illegible]
- [illegible]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Phillip Allen [redacted]
Sent: Wednesday, November 11, 2015 10:58 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 11, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Phillip Allen
[redacted]

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 1:01:07 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Scott Allen
[redacted]
11/20/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Monday, October 26, 2015 9:15:15 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Romalda Allsup
[redacted]
10/27/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Michelle Alonso [redacted]
Sent: Monday, November 16, 2015 4:58 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 16, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Michelle Alonso
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of David Alsmeyer [redacted]
Sent: Wednesday, November 18, 2015 4:51 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. David Alsmeyer
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Jim Alsup [redacted]
Sent: Wednesday, November 11, 2015 9:15 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 11, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Jim Alsup
[redacted]

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 7:40:48 PM

Dear TxDOT and CTRMA officials:

Your constituents in Williamson and Hays Counties won't be very pleased with your decision to channel I-35 traffic onto Mopac when they find out that their commute into Austin is worse than ever when they're joined by overwhelming traffic going from San Antonio to Dallas.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Marion Alsup
[redacted]
11/20/2015

From: Austin Chamber of Commerce on behalf of Sherry Alte-Cook
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 11:03:46 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Sherry Alte-Cook
[redacted]

tollfreeaustin.org

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Yunuen Alvarado

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

Please keep in mind the safety of the students at AHS. Every year, students die from car accidents when trying to leave the school because of the massive amounts of traffic.
If the traffic is doubled, tripled then so will students' deaths.

From: **Squarespace** [redacted]
Subject: Form Submission - New Form - MOPAC/Loop 1 South
Date: November 19, 2015 at 3:04 PM
To: [redacted]

Name: Ellen Ambrose

Email Address: [redacted]

Subject: MOPAC/Loop 1 South

Message: Dear CTRMA Baord Members and Staff,

I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road. If toll lanes must be built the "2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhood while still significantly improving travel times and roadway capacity.

Thanks for your consideration,

Ellen & Andy Ambrose

(Sent via [redacted])

COMMENTS ON VIRTUAL OPEN HOUSE

Judy	Ames	11/5/15	If two lanes in both directions do not create loss of privacy or decreased property values for homeowners affect I would definitely support tow lanes in each direction

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 12, 2015 9:15:56 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Emma Anderson
[redacted]
11/13/2015

Honorable Thom Farrell, Mayor, & Members of the Rollingwood City Council

RE: Please take action oppose tolled, elevated lane expansion of Mopac and the connection of South Mopac to Interestate 35

Dear Mayor Farrell and Members of Council:

Please take action to oppose both the expansion of Mopac with tolled and elevated lanes and the connection of South Mopac over to Interstate 35 with the proposed SH 45 SW toll road. With limited access at the south end, Mopac currently serves local commuters. If South Mopac is expanded and connected to I-35, it will be converted from serving local commuters into an alternate I-35 serving long-distance, inter-regional car and truck traffic. This would make traffic on Mopac worse, not better for current Mopac commuters, including Rollingwood residents.

Thank you for your consideration.

Signed: [redacted]

Printed Name: Laurel Anderssa

Address: [redacted]

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 12, 2015 9:30:19 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Mary Anderson
[redacted]
11/13/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 9:50:47 PM

Dear TxDOT and CTRMA officials:
Comments for MoPac South Environmental Study- Open House Public Comment Period
Dear CTRMA Board members, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South MoPac expansion toll loop as the real project that is currently being unfairly pushed, piecemeal, onto the Austin community and current MoPac commuters. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to a major interstate thoroughfare.

We are proposing that a comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45 SW/South MoPac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

In the interim, please prioritize making Highways 71 and 183 South; and the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on these routes.

Because of the limited access at the south end, MoPac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand MoPac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert MoPac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic which would rip through the heart of Austin and damage the lifestyle of the neighborhood people.

The proposed plan would essentially convert it to "MoPac Interstate 35 West." Thus, MoPac would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while locals would suffer from costly tolls, and even worse congestion than today.

With the current plan, inter-regional and interstate truck and auto traffic would make its way through our most environmentally sensitive areas in the heart of Austin Neighborhoods. It would direct heavy traffic over the Edwards Aquafer recharge zone, the Flint Ridge Cave recharge zone, over our most cherished recreational areas like Zilker Parkland, over Barton Creek and Barton Springs watersheds, over Town Lake, over our greenbelt parkland hike-bike trails, and essentially over Austin High School.

The current plan to build out MoPac Loop 1 with a double decker bridge over Town Lack would cause harm and cumulative impacts to multiple natural and cultural treasures that currently support a livable Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Lady Bird Lake Park, Austin Pets Alive, the Edwards Aquifer, Barton Springs pool, multiple plant, water and wildlife species, many endangered species, and Austin blind salamanders.

Therefore, we are asking that you remove the proposed new 4-toll lanes and double decker bridge on MoPac over Lady Bird Lake from the transportation plans. We vote for the no build option.

Taking the time to study the entire tolled MoPac Loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region. As proposed, toll revenues

will only pay half or less of the costs; local taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances. What TxDOT and CTRMA cannot accomplish with billions of dollars, we can achieve with buckets of paint. We want smart lanes, not more pavement and tolls. --We say NO to building a second Interstate 35 through Austin to ruin the heart and soul of Austin along the way.
We want to Keep MoPac Local,

Sincerely,
Mary Anderson
[redacted]
11/20/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 6:30:27 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Regina Anderson
[redacted]
11/21/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 3:25:28 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Stephanie Anderson
[redacted]
11/19/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 10:25:24 PM

Dear TxDOT and CTRMA officials:

Comments for MoPac South Environmental Study- Open House Public Comment Period
Dear CTRMA Board members, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South MoPac expansion toll loop as the real project that is currently being unfairly pushed, piecemeal, onto the Austin community and current MoPac commuters. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to a major interstate thoroughfare.

We are proposing that a comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45 SW/South MoPac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

In the interim, please prioritize making Highways 71 and 183 South; and the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on these routes.

Because of the limited access at the south end, MoPac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand MoPac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert MoPac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic which would rip through the heart of Austin and damage the lifestyle of the neighborhood people.

The proposed plan would essentially convert it to "MoPac Interstate 35 West." Thus, MoPac would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while locals would suffer from costly tolls, and even worse congestion than today.

With the current plan, inter-regional and interstate truck and auto traffic would make its way through our most environmentally sensitive areas in the heart of Austin Neighborhoods. It would direct heavy traffic over the Edwards Aquafer recharge zone, the Flint Ridge Cave recharge zone, over our most cherished recreational areas like Zilker Parkland, over Barton Creek and Barton Springs watersheds, over Town Lake, over our greenbelt parkland hike-bike trails, and essentially over Austin High School.

The current plan to build out MoPac Loop 1 with a double decker bridge over Town Lack would cause harm and cumulative impacts to multiple natural and cultural treasures that currently support a livable Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Lady Bird Lake Park, Austin Pets Alive, the Edwards Aquifer, Barton Springs pool, multiple plant, water and wildlife species, many endangered species, and Austin blind salamanders.

Therefore, we are asking that you remove the proposed new 4-toll lanes and double decker bridge on MoPac over Lady Bird Lake from the transportation plans. We vote for the no build option.

Taking the time to study the entire tolled MoPac Loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on

projects that would benefit, rather than harm, the Austin region. As proposed, toll revenues will only pay half or less of the costs; local taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances. What TxDOT and CTRMA cannot accomplish with billions of dollars, we can achieve with buckets of paint. We want smart lanes, not more pavement and tolls. --We say NO to building a second Interstate 35 through Austin to ruin the heart and soul of Austin along the way.
We want to Keep MoPac

Sincerely,
Dr. T. H. Anderson
[redacted]
11/20/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 6:30:38 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Tom Anderson
[redacted]
11/21/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 12, 2015 9:20:27 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Tommy Anderson
[redacted]
11/13/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 10:00:26 PM

Dear TxDOT and CTRMA officials:
Comments for MoPac South Environmental Study- Open House Public Comment Period:

Dear CTRMA Board members, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South MoPac expansion toll loop as the real project that is currently being unfairly pushed, piecemeal, onto the Austin community and current MoPac commuters. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to a major interstate thoroughfare.

We are proposing that a comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45 SW/South MoPac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

In the interim, please prioritize making Highways 71 and 183 South; and the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on these routes.

Because of the limited access at the south end, MoPac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand MoPac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert MoPac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic which would rip through the heart of Austin and damage the lifestyle of the neighborhood people.

The proposed plan would essentially convert it to "MoPac Interstate 35 West." Thus, MoPac would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while locals would suffer from costly tolls, and even worse congestion than today.

With the current plan, inter-regional and interstate truck and auto traffic would make its way through our most environmentally sensitive areas in the heart of Austin Neighborhoods. It would direct heavy traffic over the Edwards Aquafer recharge zone, the Flint Ridge Cave recharge zone, over our most cherished recreational areas like Zilker Parkland, over Barton Creek and Barton Springs watersheds, over Town Lake, over our greenbelt parkland hike-bike trails, and essentially over Austin High School.

The current plan to build out MoPac Loop 1 with a double decker bridge over Town Lack would cause harm and cumulative impacts to multiple natural and cultural treasures that currently support a livable Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Lady Bird Lake Park, Austin Pets Alive, the Edwards Aquifer, Barton Springs pool, multiple plant, water and wildlife species, many endangered species, and Austin blind salamanders.

Therefore, we are asking that you remove the proposed new 4-toll lanes and double decker bridge on MoPac over Lady Bird Lake from the transportation plans. We vote for the no build option.

Taking the time to study the entire tolled MoPac Loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on

projects that would benefit, rather than harm, the Austin region. As proposed, toll revenues will only pay half or less of the costs; local taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.
What TxDOT and CTRMA cannot accomplish with billions of dollars, we can achieve with buckets of paint. We want smart lanes, not more pavement and tolls. --We say NO to building a second Interstate 35 through Austin to ruin the heart and soul of Austin along the way.
We want to Keep MoPac

Sincerely,
Tommy Anderson
[redacted]
11/20/2015

From: Austin Chamber of Commerce on behalf of Kay Andrews
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Monday, November 09, 2015 12:41:13 PM

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

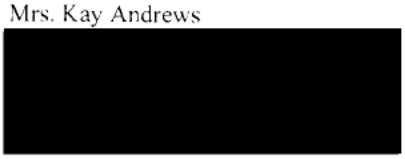
Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Kay Andrews



John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Mandy Andrews [redacted]
Sent: Thursday, November 12, 2015 4:19 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 12, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Mandy Andrews
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Rainer Andrews [redacted]
Sent: Wednesday, November 18, 2015 3:52 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Rainer Andrews
[redacted]

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 2:20:26 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Mary Alice Appleman
[redacted]
11/20/2015

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 SOUTH
November 19, 2015 at 9:34 PM
[redacted]

Name: Julie Applewhite

Email Address: [redacted]

Subject: MOPAC/LOOP 1 SOUTH

Message: Dear CTRMA Staff and Board Members,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose support our public parkland use, green spaces and community values.

Sincerely,

(Sent via

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 12:55:35 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Mary Arnold
[redacted]
11/19/2015

COMMENTS ON VIRTUAL OPEN HOUSE

I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road.
A double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road will be 45-50 feet above ground level and will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character, look and feel from peaceful and green to highly urbanized and industrial. Elevated lanes will also add more noise and light pollution (than not building up) to Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, and Austin High school.
I request CTRMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review because the project will significantly impact land over the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Austin High School and City of Austin and City of Rollingwood surrounding neighborhoods.
With the significant changes** in the 2015 traffic data presented to the public since the Feb 2015 open house and the major changes approved by voters for regional non-tolled road funding in the recent election, CTRMA's current study should reexamine alternatives to converting MoPac South into a toll road. HOV and transit only lanes should be compared with the toll and general purpose lane options proposed to give the public an understanding of why toll lanes are being considered as the only option. Along with a no-build scenario, options such as expanding telecommuting, ride sharing, and rail should be considered.
**The data below looks at the travel time information CTRMA provided to the public at the February 25, 2015 open house. The data sources cited were: CDM-Smith 2014 INXR speed data, CAMPO 2035 Travel Demand Model, observed congested speeds in October 2013 and Bluetooth data. The February 25, 2015 data is compared to travel time information provided to the public at the October 21, 2015 open house. The data source cited is CDM Smith 2015 - Using BlueTooth Data
General Purpose Lanes
**Feb 26, 2015 MoPac South Open house peak period traffic data between Cesar Chavez and Slaughter Lane was (2013):

- Northbound morning (7-9am) 15 minute drive ; 2035 no build 47 minute drive
- Southbound evening (4-6:30pm) 12 minute drive ; 2035 no build 45 minute drive

**October 21, 2015 MoPac South Open House, peak period traffic data between Cesar Chavez and Slaughter Lane is (2015):

- Northbound morning (7-9am) 23 minute drive (8 minute/53% increase from 2013) ; 2035 no build 52 minute drive (5 minute/11% increase from 2013) - Note the biggest increase in where CTRMA wants to justify the elevated lanes
- Southbound evening (4-6:30pm) 16 minute drive (4 minute/33% increase from 2013) ; 2035 no build 51 minute drive (6 minute/13% increase from 2013)

2 lanes each direction with elevated lanes over Lady Bird Lake
**Feb 26, 2015 MoPac South Open house peak period traffic data between Cesar Chavez and Slaughter Lane was (2013):

- Northbound morning (7-9am) 8 minute drive ; General Purpose: 37 minute drive
- Southbound evening (4-6:30pm) 8 minute drive ; 2035 no build 26 minute drive

**October 21, 2015 MoPac South Open House, peak period traffic data between Cesar Chavez and Slaughter Lane is (2015):

- Northbound morning (7-9am) 9 minute drive (1 minute/12% increase from 2013) ; General Purpose 32 minute drive (5 minute/15% decrease from 2013) - The N. bound general purpose Lane showed a decrease from 2013?
- Southbound evening (4-6:30pm) 9 minute drive (1 minute/12% increase from 2013) ; General Purpose 29 minute drive (3 minute/10% increase from 2013)

Traffic data should include the SH-45 road project and the ultimate connection of MoPac to IH-35, that is mentioned in the CAMPO 2040 plan.

COMMENTS ON VIRTUAL OPEN HOUSE

)ebbie	Arnow	11/19/15	If toll lanes must be built, the 2 Toll lanes each direction without elevated lanes option will have the least impact to the park, schools, recreation centers and neighborhoods: • The 2-lanes each direction without elevated lanes option meets all of the MoPac South project "goals and objectives" set by CTRMA and this option is consistent with the CAMPO 2040 Long Range Plan. Providing direct access to toll users into the downtown area is not a goal or objective identified by CTRMA or CAMPO for this project. • The 2-lanes each direction without elevated lanes provides consistency with local plans for park land use because it has the least impact to the park land. Adding elevated lanes damages Austin's parks, restricts community members who use the open spaces, and damages neighboring neighborhoods. • The 2-lanes each direction without elevated lanes option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options. • The 2-lanes each direction without elevated lanes option provides reduced congestion and travel time savings for all roadway users in 2035 with results comparable to both the Double decker over Lady Bird Lake and double decker wishbone bridges. If free lanes are added to match the capacity of other plans, more congestion and time savings can be achieved without building elevated lanes. • The 2-lanes each direction without elevated lanes is the more fiscally responsible option because the cost is $30 Million less than the double decker wishbone bridges and $40 million less lane the double decker over Lady Bird Lake concept, but the results are almost identical. The 2-lanes each direction without elevated lanes option minimizes impact to our water quality because it will mean less construction and less concrete over our aquifer and near Lady Bird Lake than if elevated structures were built. • The 2-lane each direction without elevated lanes option lowers the impact on the natural and human environment because there will be less impact to the park and neighborhoods, less noise pollution, less light pollution and less ascetically unattractive bridges than if elevated structures were built. • The 2-lane each direction without elevated lanes option will be more likely to be delivered in a timely manner because it requires no right of way be taken from Zilker Park, Lady Bird Lake or Lamar Beach Park. There will also be more support from neighboring cities and residents if elevated structures are not included in the plan. • The 2-lane each direction without elevated lanes provides toll road users and emergency vehicles plenty of time and ability to safely maneuver and exit downtown. If there is an accident on the elevated portion of the toll lane it could actually make response times slower or impossible for emergency responders as there will be no way to exit the elevated structures until fully descended. I also support the addition of an 11' multi-use path on the west side of MoPac from Lady Bird Lake to Barton Creek Mall. Instead of the proposed 8' sidewalk, I would like to see an 11' multi-use path that can accommodate both bikes and pedestrians and will connect and seamlessly with Phase III of the MoPac bicycle and Pedestrian project. Please make sure to fully consider the social, economic, and environmental consequences of building up. Please ensure the plans you choose support our public park land use, green spaces and community values.

Debbie Arnow [redacted]
Mopac proposed expansion plans
November 19, 2015 at 9:42 PM
[redacted]

Debbie Arnow [redacted]

To whom it may concern:

I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road.

A double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road will be 45-50 feet above ground level and will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character, look and feel from peaceful and green to highly urbanized and industrial. Elevated lanes will also add more noise and light pollution (than not building up) to Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, and Austin High school.

I request CTRMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review because the project will significantly impact land over the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Austin High School and City of Austin and City of Rollingwood surrounding neighborhoods.

With the significant changes** in the 2015 traffic data presented to the public since the Feb 2015 open house and the major changes approved by voters for regional non-tolled road funding in the recent election, CTRMA's current study should reexamine alternatives to converting MoPac South into a toll road. HOV and transit only lanes should be compared with the toll and general purpose lane options proposed to give the public an understanding of why toll lanes are being considered as the only option. Along with a no-build scenario, options such as expanding telecommuting, ride sharing, and rail should be considered.

**The data below looks at the travel time information CTRMA provided to the public

at the February 25, 2015 open house. The data sources cited were: CDM-Smith 2014 INXR speed data, CAMPO 2035 Travel Demand Model, observed congested speeds in October 2013 and Bluetooth data. The February 25, 2015 data is compared to travel time information provided to the public at the October 21, 2015 open house. The data source cited is CDM Smith 2015 - Using BlueTooth Data

General Purpose Lanes

**Feb 26, 2015 MoPac South Open house peak period traffic data between Cesar Chavez and Slaughter Lane was (2013):

- Northbound morning (7-9am) 15 minute drive ; 2035 no build 47 minute drive
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2 lanes each direction with elevated lanes over Lady Bird Lake

**Feb 26, 2015 MoPac South Open house peak period traffic data between Cesar Chavez and Slaughter Lane was (2013):

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- Southbound evening (4-6:30pm) 8 minute drive ; 2035 no build 26 minute drive

**October 21, 2015 MoPac South Open House, peak period traffic data between Cesar Chavez and Slaughter Lane is (2015):

- Northbound morning (7-9am) 9 minute drive (1 minute/12% increase from 2013) ; General Purpose 32 minute drive (5 minute/15% decrease from 2013) - The N. bound general purpose Lane showed a decrease from 2013?
- Southbound evening (4-6:30pm) 9 minute drive (1 minute/12% increase from 2013) ; General Purpose 29 minute drive (3 minute/10% increase from 2013)

Traffic data should include the SH-45 road project and the ultimate connection of MoPac to IH-35, that is mentioned in the CAMPO 2040 plan.

If toll lanes must be built, the 2 Toll lanes each direction without elevated lanes option will have the least impact to the park, schools, recreation centers and neighborhoods:

- The 2-lanes each direction without elevated lanes option meets all of the MoPac South project "goals and objectives" set by CTRMA and this option is consistent with the CAMPO 2040 Long Range Plan. Providing direct access to toll users into the downtown area is not a goal or objective identified by CTRMA or CAMPO for this project.

- The 2-lanes each direction without elevated lanes provides consistency with local plans for park land use because it has the least impact to the park land. Adding elevated lanes damages Austin's parks, restricts community members who use the open spaces, and damages neighboring neighborhoods.

- The 2-lanes each direction without elevated lanes option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

- The 2-lanes each direction without elevated lanes option provides reduced congestion and travel time savings for all roadway users in 2035 with results comparable to both the Double decker over Lady Bird Lake and double decker wishbone bridges. If free lanes are added to match the capacity of other plans, more congestion and time savings can be achieved without building elevated lanes.

- The 2-lanes each direction without elevated lanes is the more fiscally responsible option because the cost is $30 Million less than the double decker wishbone bridges and $40 million less lane the double decker over Lady Bird Lake concept, but the results are almost identical.

- The 2-lanes each direction without elevated lanes option minimizes impact to our water quality because it will mean less construction and less concrete over our aquifer and near Lady Bird Lake than if elevated structures were built.

- The 2-lane each direction without elevated lanes option lowers the impact on the natural and human environment because there will be less impact to the park and neighborhoods, less noise pollution, less light pollution and less ascetically unattractive bridges than if elevated structures were built.

- The 2-lane each direction without elevated lanes option will be more likely to be delivered in a timely manner because it requires no right of way be taken from Zilker Park, Lady Bird Lake or Lamar Beach Park. There will also be more support from

neighboring cities and residents if elevated structures are not included in the plan.

- The 2-lane each direction without elevated lanes provides toll road users and emergency vehicles plenty of time and ability to safely maneuver and exit downtown. If there is an accident on the elevated portion of the toll lane it could actually make response times slower or impossible for emergency responders as there will be no way to exit the elevated structures until fully descended.

I also support the addition of an 11' multi-use path on the west side of MoPac from Lady Bird Lake to Barton Creek Mall. Instead of the proposed 8' sidewalk, I would like to see an 11' multi-use path that can accommodate both bikes and pedestrians and will connect and seamlessly with Phase III of the MoPac bicycle and Pedestrian project.

Please make sure to fully consider the social, economic, and environmental consequences of building up. Please ensure the plans you choose support our public park land use, green spaces and community values.

Regards,

Deborah Arnow

[redacted]

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 South
November 19, 2015 at 9:31 PM
[redacted]

Name: Deborah Arnow

Email Address: [redacted]

Subject: MOPAC/LOOP 1 South

Message: Dear CTRMA Staff and Board Members,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose support our public parkland use, green spaces and community values.

I would also like to explore high speed rail or some type of public transportation and/or altered and varied work start times. Additionally, pinch points that are currently congested have not been addressed and the added stress of proposed changes will make the existing pinch points worse!

Sincerely,

Deborah Arnow

(Sent via

54

Bigger highways and toll roads and express lanes are not acceptable. There are alternatives. Please study them, and involve the ATX community

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Karen Avoian

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

- Look at every aspect + impact on our established city. Don't mow over us. Please - it's expensive enough to live here.
- Comprehensive, Studies are needed. & environmental
- Non-toll versions are needed! HOV lanes would be better. (Commuter rail would have been better,
- None of studies have looked at traffic on IH 35. Do that first. Traffic will explode on Mopac as a result of connector - NO! Citizens do not want this bypass.
- Do not impact land dedicated to Austin High School, Barton Springs, Wildflower Center, Zilker Park!
- BE CLEAR - For Free Lanes Congestion Gets Worse. This is not acceptable. Tolls only help long-distance commuters.
- Recharge Zones will be threatened. Rethink this! You have the funding for alternatives, like public transit.
- Make 130 free.
- Study before you Do anything.
- Don't convert Mopac to a second IH 35
- HOV Lanes on Mopac would be a better alternative.
- Alternative bike lanes - consider this.

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 6:50:11 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Mihran Aroian
[redacted]
11/19/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Steven Ascher

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

Mostly I would like to add my voice to study all options, including HOV and mixed use (pedestrian, cyclist) alternatives to the current options. I would really like to see the impact of paying off SH-130 as a toll road. It seems as that would be a far cheaper / faster option to divert I-35 traffic around the city of Austin. The options presented here appear only to increase traffic into downtown Austin on roads that are not intended for such high use. We must also do a serious study regarding the effect on Austin High School.

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 11:35:20 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

PLEASE DO NOT BUILD IT. WE CHOOSE NONE OF THE OPTIONS!
Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Karin Ascot
[redacted]
11/21/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Neely	Ashmun	11/15/15	We live on the outskirts of the Barton Creek Greenbelt in Barton Hills, and behind the trees is the Mopac Loop 1 highway. This highway is already an environmental burden (rainwater runoff, trash from the highway, chemical, sound and air pollution), and to add to the existing disruption with more highway is the opposite of far sightedness and judicious urban planning. I respectfully beg the community and the committees deciding this issue to consider those of us that live in the affected area, some of us for many years with hopes of more to come, to decide agains the expansion of Mopac over --if not alleviate the pressure on this sensitive environmental zone, at a minimum not add to it for the benefit of pass through transit. Haven't we already constructed an eastern bypass that is SH130? Why must we completely surround Austin with highway? Thank you for your consideration of this very important topic.

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 12:40:34 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Devon Athans
[redacted]
11/18/2015

From: Lucy Atkinson
To: [redacted] atomlinson@HNTB.com [redacted] steve.adler@austintexas.gov; delia.garza@austintexas.gov; ora.houston@austintexas.gov; pio.renteria@austintexas.gov; greg.cesar@austintexas.gov; ann.kitchen@austintexas.gov; don.zimmerman@austintexas.gov; leslie.pool@austintexas.gov; ellen.troxclair@austintexas.gov; kathie.tovo@austintexas.gov; sheri.gallo@austintexas.gov; greg.malatek@txdot.go; mayorfarrell@cityofrollingwood.com; Brigid.Shea@traviscountytx.gov; Barbara.Rush@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; administrator@cityofrollingwood.com; sbeal@mobilityauthority.com; spusteinyk@molilityauthority.com; mespinoza@mobilityauthority.com; mheiligenstein@mobilityauthority.com
Subject: MOPAC/LOOP 1 SOUTH
Date: Sunday, November 15, 2015 11:34:11 AM

Hello,

I am writing to express my opposition to the proposed development of MOPAC/LOOP 1 SOUTH.

I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road.

The suggestion to do so is shortsighted and will do nothing but further deteriorate the quality of life for which Austin is known.

A double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road will be 45-50 feet above ground level and will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character, look and feel from peaceful and green to highly urbanized and industrial. Elevated lanes will also add more noise and light pollution (than not building up) to Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, and Austin High school.

Thank you,
Lucy Atkinson

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 SOUTH
November 15, 2015 at 11:34 AM
[redacted]

Name: Lucy Atkinson

Email Address: [redacted]

Subject: MOPAC/LOOP 1 SOUTH

Message: Dear CTRMA Staff and Board Members,

I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road.

The suggestion to do so is shortsighted and will do nothing but further deteriorate the quality of life that Austin is known for.

A double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road will be 45-50 feet above ground level and will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character, look and feel from peaceful and green to highly urbanized and industrial. Elevated lanes will also add more noise and light pollution (than not building up) to Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, and Austin High school.

Thank you,
Lucy Atkinson

(Sent via

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): BOB AUSTIN

ADDRESS: [redacted]

COMMENTS:

I SUPPORT THIS PROJECT – ANY OF THE ALTERNATIVES ARE BETTER THAN THE NO-BUILD.

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

☐ I am employed by TxDOT

☐ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

10

[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted]

Sent: Thursday, November 19, 2015 8:01 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Charlie Avant

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 2:10:32 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Lenore Avant
[redacted]
11/20/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 9:05:53 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Margaret Ayer
[redacted]
11/19/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 12:05:27 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
jonathan ayres
[redacted]
11/18/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Yoav Azachi [redacted]
Sent: Wednesday, November 18, 2015 6:00 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Yoav Azachi
[redacted]

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 8:15:16 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Kristina Baehr
[redacted]
11/20/2015

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): Pamela Baggett

ADDRESS: [redacted]

COMMENTS: 1) Build for the future, not just tomorrow. That means 2 toll lanes in each direction. It will never get less expensive & the need will only grow.
2) Zoning by denying roads has not & will not work.
3) Safety first. ~~Do~~ Do not force toll lane drivers to cross lanes of regular traffic to access downtown
4) South Austin deserves the same roads as North Austin.
5) Edwards Aquifer runs under all of Austin. It does not mysteriously disappear under the city.
6) People didn't want the original MoPac nor the I-35 upper decks. Yet ~~to~~ no one can imagine living w/o them now.
7) Traffic is in the top 2 problems affecting Austin quality of life.
So build 2 toll lanes each direction with flyovers to downtown while improving eastern edge to minimize effect on Austin HS.

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

☐ I am employed by TxDOT

☐ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

[redacted]

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 3:25:26 PM

Dear TxDOT and CTRMA officials:

I wanted to write a personal note, but the comments below do a perfect job of conveying my thoughts on proposed MoPac South improvements.

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Regards,
Brooke Bailey

Sincerely,
Brooke Bailey
[redacted]
11/18/2015

Charles R. Winfield

From: Shelly Bain [redacted]
Sent: Thursday, November 19, 2015 7:45 PM
To: [redacted] atomlinson@HNTB.com; [redacted]; al.alonzi@dot.gov; [redacted] steve.adler@austintexas.gov; delia.garza@austintexas.gov; ora.houston@austintexas.gov; pio.renteria@austintexas.gov; greg.cesar@austintexas.gov; ann.kitchen@austintexas.gov; don.zimmerman@austintexas.gov; leslie.pool@austintexas.gov; ellen.troxclair@austintexas.gov; kathie.tovo@austintexas.gov; sheri.gallo@austintexas.gov; greg.malatek@txdot.go; Thomas Farrell; Travis County Commissioner Brigid Shea; Barbara.Rush@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; Charles R. Winfield; sbeal@mobilityauthority.com; spusteinyk@molilityauthority.com; mespinoza@mobilityauthority.com; mheiligenstein@mobilityauthority.com
Subject: Mopac/Loop 1 South

Dear CTRMA Staff and Board Members,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial. Elevated lanes will completely destroy the beautiful aesthetic of central and west Austin.

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

I request CTRMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review because the project will significantly impact land over the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Austin High School and City of Austin and City of Rollingwood surrounding neighborhoods.

Please consider adding adequate pedestrian thoroughfares along the west side of Zilker Park/Mopac to encourage green commuting and discourage vehicle traffic.

Please ensure the plan you choose support our public parkland use, green spaces and community values. Please listen to the community.

Sincerely,
Dawn Bain

Squarespace [redacted]
Form Submission - New Form - Mopac/Loop 1 South
November 19, 2015 at 7:44 PM
[redacted]

Name: Dawn Bain

Email Address: [redacted]

Subject: Mopac/Loop 1 South

Message: Dear CTRMA Staff and Board Members,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial. Elevated lanes will completely destroy the beautiful aesthetic of central and west Austin

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

I request CTRMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review because the project will significantly impact land over the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Austin High School and City of Austin and City of Rollingwood surrounding neighborhoods.

Please consider adding adequate pedestrian thoroughfares along the west side of Zilker Park/Mopac to encourage green commuting and discourage vehicle traffic.

Please ensure the plan you choose support our public parkland use, green spaces and community values. Please listen to the community

Sincerely,
Dawn Bain

(Sent via

From: Austin Chamber of Commerce on behalf of John Baird
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 10:34:52 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. John Baird

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, October 22, 2015 1:15:16 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Brandie Baker
[redacted]
10/22/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 12:30:28 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Brandie Baker
[redacted]
11/18/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Carol Baker [redacted]
Sent: Wednesday, November 18, 2015 3:22 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Carol Baker
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 12:35:50 PM

Dear TxDOT and CTRMA officials:

The CTRMA is now intent on issuing new toll road bond debt for roads like MoPac South, and SH 45 SW, road debt that they admit is now too risky to continue to insure, as they had done with their first toll road bonds. Here is my detailed documentation on that situation for inclusion in the official record:

http://www.theragblog.com/roger-baker-metro-risky-business-in-central-texas-the-toll-road-bond-gamble/

The risk to Travis County and its own bond credit is that bond default doesn't occur in a vacuum. Even if Travis is not formally liable for the CTRMA toll road bonds, a local bond default is noticed by the rating agencies and is seen as a bad sign and a black mark for the region and the parties that agreed to issue the debt.

This piece below was written primarily to describe increasing risk of corporate debt, but it also describes the evolving toll road municipal bond situation quite well. The CTRMA toll road bonds pay nearly five percent only because of high risk, in a credit market that actually rewards risky debt, so long as it stays out of non-investment grade "junk bond" territory. But now the credit market psychology is shifting away from risk.

http://www.marketwatch.com/story/the-bond-market-is-no-longer-a-safe-haven-for-investors-2015-11-18

...Near-zero interest rates have prompted corporations to issue trillions of dollars of debt. They have found eager buyers in individual investors desperate for yield and pension fund managers and life insurers who need longer-term bonds to meet future obligations.

But now some of the same Wall Street firms that have reaped big underwriting fees from helping companies sell those bonds are warning of rising risk in that market.

And though even the worst that has befallen bonds is nowhere near as bad as what can happen to stocks, bonds are supposed to stabilize your portfolio when everything else is going to hell. So it would be a very big deal if bonds are no longer the safe haven investors expect them to be...

The prospect that the CTRMA higher yielding toll road bond debt can be repaid is, in effect, the same as placing a bet that the suburban traffic generating areas surrounding the city of Austin will keep growing at the current rapid rate based on tech jobs and generating new toll road revenue to support these bonds for decades to come. What is the evidence that this will happen?

As the CTRMA admits, these revenue projections are based on CAMPO's 2035 and 2040 population distribution estimates. These projections are not based on expert demographic opinion. These projections are based on little more than politics, on a vote of CAMPO Policy

Board members. CAMPO is a policy body with a geographic makeup that reflects a bias toward approving publicly funded road debt to serve private real estate development interests.

This kind of toll road debt is much too risky for me to support, speaking as both a Travis County and Austin taxpayer.

-- Roger Baker

Cc: Austin area local, State and Federal officials

Sincerely,
Roger Baker
[redacted]
11/20/2015

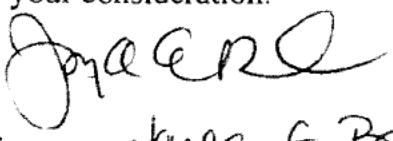
Honorable Thom Farrell, Mayor, & Members of the Rollingwood City Council

RE: Please take action oppose tolled, elevated lane expansion of Mopac and the connection of South Mopac to Interestate 35

Dear Mayor Farrell and Members of Council:

Please take action to oppose both the expansion of Mopac with tolled and elevated lanes and the connection of South Mopac over to Interstate 35 with the proposed SH 45 SW toll road. With limited access at the south end, Mopac currently serves local commuters. If South Mopac is expanded and connected to I-35, it will be converted from serving local commuters into an alternate I-35 serving long-distance, inter-regional car and truck traffic. This would make traffic on Mopac worse, not better for current Mopac commuters, including Rollingwood residents.

Thank you for your consideration.

Signed: 

Printed Name: Joyce E Baldwin

Address: [redacted]

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Julie Ballard

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

Please address Cesar Chavez congestion issue which is not addressed in any of the CTRMA proposals. Increased traffic will be pushed to Cesar Chavez under any proposal as Austin High is dependent on the ability to access Cesar Chavez to enter and exit our school.

I do not support any proposals that will draw traffic congestion off I-35 and to Mopac.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Robin Banister [redacted]
Sent: Tuesday, November 10, 2015 6:26 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 10, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Robin Banister
[redacted]

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 7:45:26 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Elizabeth Banner
[redacted]
11/19/2015

From: Austin Chamber of Commerce on behalf of John Barksdale
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 11:03:25 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

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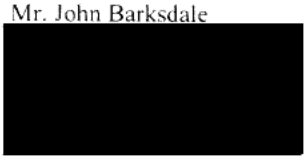
Sincerely,

Mr. John Barksdale



From: Austin Chamber of Commerce on behalf of Bob Barnes
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 12:33:30 PM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

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Sincerely,

Mr. Bob Barnes
[redacted]

From: Austin Chamber of Commerce on behalf of Joel Barnett
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Sunday, November 08, 2015 5:08:05 PM

Nov 8, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

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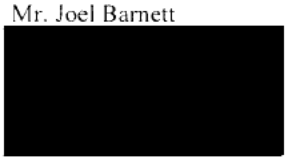
Sincerely,

Mr. Joel Barnett



From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 12:05:33 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
mary barnett
[redacted]
11/19/2015

From: Austin Chamber of Commerce on behalf of Ray Barr
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 10:33:37 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

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Sincerely,

Mr. Ray Barr
[redacted]

COMMENTS ON VIRTUAL OPEN HOUSE

Jacob	Barrett	10/23/15	I would like y'all to recommend the one- or two-lane options of the original proposal with the elevated structure and the direct downtown connector. Those seem to make the most sense.

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, October 23, 2015 12:20:13 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

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The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Veronica Barrio
[redacted]
10/23/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 6:30:27 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Veronica Barrio
[redacted]
11/20/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 9:15:13 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Barbara Barry
[redacted]
11/20/2015

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

Linda Barstow

LINDA BARSTOW [redacted]

Printed Name Addr[redacted]

Additional Comments:

I question the reasonableness of even planning toll lanes. There is a toll route east of Austin (130) that apparently is being minimally used.

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 1:55:38 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Mark Barta
[redacted]
11/20/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: KEN BARTOSH

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

NUMEROUS LOGICAL & ECONOMICALLY ACCEPTABLE OPTIONS ARE ON THE TABLE. THESE WOULD BE RESTRIPING SOUTH MOPAC TO ACCOMODATE EMERGENCY VEHICLES & HOV'S.

TXDOT, CTRMA & AUSTIN CITY OFFICIALS NEED TO CONTAIN SPENDING AND EASE THE TAX BURDEN OF THE CITIZENS.

MAYOR ADLER HAS INITIATED LOWERING PROPERTY TAXES ... GOOD MOVE. HOWEVER, WILL THESE PROPOSED EXPANSIONS EAT UP ANY PROPERTY TAX SAVINGS ?!?

NO MORE TOLLROADS!!!

PLEASE USE EXTREME DISCRETION & KNOWLEDGE IN YOUR DECISIONS ON THIS SENSATIVE TOPIC.

THANK YOU

Ken Bartosh

11/9/15

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: MaryEllen Bartosh

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

Why on earth do you want to make MoPAC I 35 ??? TRAffic on Mopac is horrid as it is now - So why do you want to make it worse by adding even more traffic!!! — We all know that toll WAY 4 will connect to I 35 — thus bringing MORE traffic to MoPAC because tolls will be so expensive very small % will use toll road - thus increasing traffic on all other La

* How about just putting in HOV lanes in both directions for Buses, Vehicles w/ more than 2 people & Emergency vehicles. It will certainly cost less; it will improve traffic flow; it will NOT add to Noise pollution or environmental pollution to our neighborhoods. It will NOT cost the traveling public ridiculously High amount of money to travel on TOLL lanes.

- Pay off SH 130 toll road debt & MAKE it TOLL FREE !! TRUCKS will use it then easing traffic on I 35 along w/ autos.

- CPRMA & Tx. Dot need to be more transparent & honest w/ Citizens (re: Connecting Mopac to 45 → SH 45 to I 35) Work w/ city planners. the impact of all the added traffic will impact city streets, Schools, Parks, Lakes you need to be respectful of all the people & place [illegible] toll Roads, Bike lo. meaningful impact

Bruck, Tricia

From: Abby Tomlinson <atomlinson@HNTB.com>
Sent: Thursday, December 10, 2015 2:21 PM
To: Bruck, Tricia
Subject: FW: MoPac South Contact Us Form [#361]

---------- Forwarded message ----------
From: **Mopac South Contact Form** <no-reply@wufoo.com>
Date: Mon, Oct 12, 2015 at 5:26 PM
Subject: MoPac South Contact Us Form [#361]
To: dheath@mobilityauthority.com, Tricia.Bruck@jacobs.com, atomlinson@hntb.com, HReavey@hntb.com, jengelhardt@rifeline.com

Name * Jeffrey Batchelor

Email * [redacted]

Address ☐
[redacted]

Message *

I think the plan to ignore adding more lanes for general usage is short-sighted. For each major on-ramp to Mopac one additional lane is required. Coming from Circle C, for example, you have Slaughter, Wm Cannon, US290, Southwest Pkwy, 360, and Bee Caves Rd, all entering Mopac heading north. Consequently, the baseline should have 2 for Slaughter and Wm Cannon + 1 for US290, 1 for SW Pkwy, 1 for 360, and 1 for Bee Caves for a total of 6 lanes northbound. Lanes can be reduced for each off ramp such as Cesar Chavez, 38th St, leaving 4 lanes going north. To create 6 lanes, I recommend repurposing southbound lanes during morning rush hour and northbound lanes during evening rush hour. These could be made into express lanes for Cesar Chavez and 38th street.

COMMENTS ON VIRTUAL OPEN HOUSE

Jeffrey	Batchelor	11/9/15	All of the plans are silly. There are perfectly good service roads that are vastly underutilized from 360 to Cesar Chavez. Furthermore, tolls don't actually solve the problem--people don't pay and just sit in traffic while a few rich folks go zooming along. Lastly, one can see that summer traffic is much lower than when school is in. Setting school start times (UT and Stephen F. Austin) later in the morning would help too.

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 12:06:15 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Sue Batchelor
[redacted]
11/18/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 1:20:29 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Bryan Bayerdorffer
[redacted]
11/19/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of John Beacham [redacted]
Sent: Thursday, November 19, 2015 8:53 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. John Beacham
[redacted]

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 12:15:16 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Paula Beaird
[redacted]
11/19/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Jan Beall

Address: [redacted]

ail: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

I oppose expansion of MoPac. Spend the money elsewhere, or preferably, on mass transit. We can move people more efficiently than in single occupant vehicles.

Expanding Mopac will have detrimental effects on traffic patterns as it funnels tens of thousands more cars into that corridor. How do you plan to handle the increased volume on streets connecting to MoPac?

Hasn't Central Texas spent more on new roads than any other region in the country? If we want Central Texas to continue to attract ~~the~~ talent, we need to spend our transportation dollars on Mass Transit

(over)

to avoid discouragingly long commutes; increased noise pollution and air pollution; and paving over the beautiful Hill Country.

I have heard of several options such as moving thru traffic on I-35 to SH130; building more Park+Ride lots with express bus service to downtown; painting (not building) a new HOV/Bus/Express lane. I support these options over construction of more/new highway lanes.

Thank you for consideration of alternatives to adding new lanes.

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 12:35:36 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Robert Beard
[redacted]
11/18/2015

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 SOUTH
November 17, 2015 at 9:08 AM
[redacted]

Name: stephanie beard

Email Address: [redacted]

Subject: MOPAC/LOOP 1 SOUTH

Message: I support non-elevated plans to preserve the landscape and communities of this area of Austin

(Sent via

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Howell Beaver [redacted]
Sent: Thursday, November 12, 2015 5:19 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 12, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Howell Beaver
[redacted]

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 8:30:19 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Kirk Becker
[redacted]
11/21/2015

COMMENTS ON VIRTUAL OPEN HOUSE

James	Beckett	11/20/15	From the Goals and Objectives sheet. 1. How does this report provide consistency with local and regional plans? No mention is made outside of the CC to Slthr Lane boundary. There is new traffic based upon the New North Mopac and new traffic based upon the building of SH 45. Without unnecessary impacts: Only the City plan or the Barton Skyway ramp plans seem to minimize impacts to existing structure. Your goals state "avoid and minimize impacts to water quality". That seems a little loose. Also flooding is a bigger and bigger concern to residents and no speculation is even allowed in these alternatives about which plans would do the best for that. The Hays county population and employment numbers seem to be underestimated. Also not included is change in traffic patterns after the road is built. This plan seems to say Nothing will be better if we do not have toll express lanes. Then why are you not looking at better public transportation to be built with the money spent here. Is there any improvement in the general lanes after the express lanes are built? Does this plan collapse in 2040 when even the express lanes can't handle the load? Will downtown be able to handle the traffic you are modeling?

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 SOUTH
November 16, 2015 at 3:03 PM
[redacted]

Name: Diane Beckham

Email Address: [redacted]

Subject: MOPAC/LOOP 1 SOUTH

Message: Dear CTRMA Staff and Board Members,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

I request CTRMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review because the project will significantly impact land over the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Austin High School and City of Austin and City of Rollingwood surrounding neighborhoods.

With the significant changes in the 2015 traffic data presented to the public since the Feb 2015 open house and the major changes approved by voters for regional non-tolled road funding in the recent election, CTRMA's current study should reexamine alternatives to converting MoPac South into a toll road. HOV and transit only lanes should be compared with the toll and general purpose lane options proposed to give the public an understanding of why toll lanes are being considered as the only option. Along with a no-build scenario, options such as expanding telecommuting, ride sharing, and rail should be considered.

Please ensure the plan you choose support our public parkland use, green spaces and community values.

Sincerely,

Diana Beckham
[redacted]

(Sent via

From: Austin Chamber of Commerce on behalf of Catherine Bedell
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 1:33:39 PM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Catherine Bedell

From: Austin Chamber of Commerce on behalf of Stephen Bedell
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 1:33:39 PM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

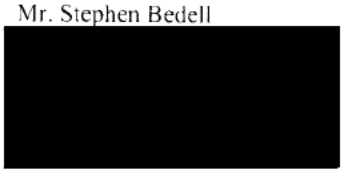
Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Stephen Bedell



MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): Art Bedrosian

ADDRESS: [redacted]

COMMENTS: This project should result in the General Purpose lanes operating at a level of service C or less in Design Year 2035. I believe two additional General Purpose lanes are needed to accomplish this. Also, two express lanes should be built to accommodate future growth and people that want to drive faster yet. These improvements will enable the road to remain viable until 2050. Anything less will be undersized and outdated before it opens in 2035.

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

❒ I am employed by TxDOT

❒ I do business with TxDOT

❒ I could benefit monetarily from the project or other item about which I am commenting

6a

[redacted]

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 8:40:20 PM

Dear CAMPO, TxDOT and CTRMA officials:

"Express" is simply a euphemism for "toll."Â CTRMA flacks refuse to say"the T word."Â They're not being honest.

It's ethically wrong and hypocritical, but it's all too typical of how the "public business" gets done these days. It can and must change.

If you just added two standard lanes in the middle, not "express," then you don't need expensive flyovers anywhere, either north or south of the river. The only reason for these expensive and ruinous flyover bridges is to allow a privileged toll paying driver to vault over all the other peasants presently stuck in general purpose lanes. To make the few travel faster at the many's expense.

There's also over $4 billion in our taxpayer money per year now available (Prop 1, already passed in 2014) and soon to be available (Prop 7, pending in November 3 election) earmarked exclusively for construction of non-tolled new capacity.Â So no legal, practical, or financial necessity presently exists to build tolled lanes and flyovers, even if new capacity were deemed necessary.

Why are we doing this? Is it because CTRMA is an almost exclusively toll funded agency?Â Then, if that's all they can build, this project needs to be taken out of their hands and given to either TxDOT or CAMPO to vet and complete because that means the RMA is structurally incapable of an objective review--as federal law requires. To avoid the appearance (or fact) of a conflict of interest, the RMA toll agency needs to turn over the preparation of the Mopac EIS to another entity.

The best alternative option to the proposed action is taking these phased steps, in order, as the traffic grows:

1. first, abandon or defer the SH 45 Southwest project to prevent even more traffic from being diverted over to Mopac from I-35 and SH 130
2. then, free SH 130 from tolls to see how traffic rearranges itself & what traffic that diverts from I-35 and Mopac
3. expand Mopac capacity within the existing footprint, using existing wide shoulders where they exist and squeezing new lanes out by repainting lines and some spot widening of the pavement.
4. then, build two non-tolled reversible flow lanes paid for by our state tax dollars,Â once that is actually needed
5. Also, initiate passenger commuter rail service on the parallel, existing Union Pacific freight lane, if and when that option ever would become available.
6. Support more land acquisition and restrictive regulations further south in the aquifer area that is the presently existing 'commute shed' for this road (without SH 45 being completed).

This is a reasonable 20-year plan.Â Fifty or hundred year provisions AREN'T reasonable,

given the uncertainties about the future and the state of finances for the '99 percent' today.Â If we grow wildly after 2040, then all that robust and prosperous new development can pay for the highway expansions that will benefit them then -- rather than financially strapped taxpaying drivers today

Some Mopac neighbors in Tarrytown finally got soundwalls to shield the noise from a ground level freeway -- only 35 years after it was built. However, the noise from elevated highway lanes or flyovers CAN'T be effectivelyÂ mitigated with soundwalls. Everything good about central Austin -- neighborhoods, hike & bike trail, lake shore, Zilker, Barton Springs -- faces the threat of ruin by this thoughtless, destructive, elitist, and unnecessary project.

Study all of it before building any of it. And make it an independent study that considers non-toll alternatives fairly.

Thank you,

Stephen K. Beers
Austin, Texas

Cc: Austin area local, State and Federal officials

Sincerely,
Stephen Beers
[redacted]
11/21/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 3:01:28 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Thank you for your serious consideration on this matter.

Sincerely,
Haley Beesley
[redacted]
11/20/2015

Squarespace [redacted]
Form Submission - New Form - MOPAC / LOOP 1 South
November 18, 2015 at 3:01 PM
[redacted]

Name: David Beisner

Email Address: [redacted]

Subject: MOPAC / LOOP 1 South

Message: Dear CTRMA Staff and Board Members,

I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built the "2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

Further, the 2-lanes each direction without elevated lanes is the more fiscally responsible option because the cost is $30 Million less than the double decker wishbone bridges and $40 million less lane the double decker over Lady Bird Lake concept, but the results are almost identical

Finally, I would like to request that CTRMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review - as this project will significantly impact land over the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Austin High School and City of Austin and City of Rollingwood surrounding neighborhoods.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

David G. Beisner

(Sent via

From: David Beisner
To: [redacted]atomlinson@HNTB.com; [redacted]; al.alonzi@dot.gov; [redacted] steve.adler@austintexas.gov; delia.garza@austintexas.gov; ora.houston@austintexas.gov; pio.renteria@austintexas.gov; greg.casar@austintexas.gov; ann.kitchen@austintexas.gov; don.zimmerman@austintexas.gov; leslie.pool@austintexas.gov; ellen.troxclair@austintexas.gov; kathie.tovo@austintexas.gov; sheri.gallo@austintexas.gov; greg.malatek@txdot.gov; mayorfarrell@cityofrollingwood.com; Brigid.Shea@traviscountytx.gov; Barbara.Rush@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; Charles R. Winfield; sbeal@mobilityauthority.com; spusteinyk@mobilityauthority.com; mespinoza@mobilityauthority.com; mheiligenstein@mobilityauthority.com
Subject: Mopac / Loop 1 South
Date: Wednesday, November 18, 2015 3:05:19 PM

Dear TxDOT, CTRMA, and Elected Officials:

I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built the "2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

Further, the 2-lanes each direction without elevated lanes is the more fiscally responsible option because the cost is $30 Million less than the double decker wishbone bridges and $40 million less lane the double decker over Lady Bird Lake concept, but the results are almost identical.

Finally, I would like to request that CTRMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review - as this project will significantly impact land over the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Austin High School and City of Austin and City of Rollingwood surrounding neighborhoods.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

David G. Beisner

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 SOUTH
November 12, 2015 at 9:34 PM
[redacted]

Name: Joelle Beisner

Email Address: [redacted]

Subject: MOPAC/LOOP 1 SOUTH

Message: Dear CTRMA Staff and Board Members,

First, I want to state clearly that I do not support elevated toll lanes--in any form or fashion--over MOPAC. Please don't create a double decker roadway over Lady Bird Lake! And please don't construct two wishbone bridges over MOPAC, either. Elevated lanes will negatively impact the aesthetic of this unique part of downtown Austin, and it will not solve--and actually will create more--congestion problems.

If toll lanes are the only option you can offer, the "2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and surrounding neighborhoods, while still improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please choose the plan that supports the community and its values--not just commerce!

Sincerely,
Joelle Beisner

(Sent via

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): DAVID BECKNAP [redacted]

ADDRESS: [redacted]

COMMENTS: (1) I like the "wishbone" solutions to lower the visual impact of the Direct connect lanes over Lake Ladybird. I AM NOT AGAINST the loss of Parkland for this in this location.

(2) Better signage is needed to assist callers to 911 reporting emergencies like collisions, car fires and the like. Specifically I would recommend,

(1) mile markers every 2/10s mile

(2) Labeled bridges over ALL Freeways

(3) Large Wayfinding signs for major intersections farther out --- more lead time for Drivers.

(4) specific sign change → over

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

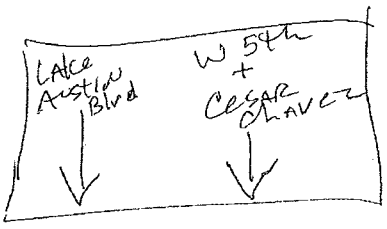
☐ I am employed by TxDOT

☐ I do business with TxDOT

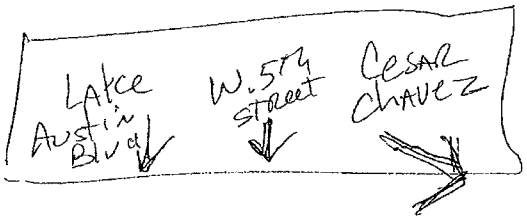
☐ I could benefit monetarily from the project or other item about which I am commenting

[redacted]

(4) continued
For the 2 lane NORTH Bound RAMP to Cesar Chavez & W. 5th it is confusing ... currently it Lables Right EXIT lane for Cesar Chavez and left EXIT Lane for W 5th. Actually it should be



then.



John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Justin Bell [redacted]
Sent: Monday, November 09, 2015 12:54 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Justin Bell
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, October 22, 2015 4:10:14 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
T Bell
[redacted]
10/22/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 3:40:37 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Tony Bell
[redacted]
11/18/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Sunday, October 25, 2015 9:45:15 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Brenda Bellocchio
[redacted]
10/25/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Dr. Brenda Bellocchio

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

This is an ill-devised plan. Please, requi
encourage Idling on I-35 to utilize the
130 to circumvent Austin. Possibly
by enacting tolls and requiring trucks
to use 130.
The citizens of Austin do not
Want this
Don't spend tax dollars on this
project.
20th century ideas Don't
Solve 21st century problems
Forward thinking, please!
Staggered work schedule
Telecommute

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Gioconda Bellonci

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

YES! TO PUBLIC TRANSPORTATION

STUDY ALL OF IT BEFORE BUILDING ANY OF IT!

MAKE S-H-130 FREE

PAINT RUSH HOUR HOV LANES on MOPAC.

DON'T CONVERT MOPAC TO A 2ND IH 35.

ENCOURAGE CARPOOLING!!!

Honorable Thom Farrell, Mayor, & Members of the Rollingwood City Council

RE: Please take action oppose tolled, elevated lane expansion of Mopac and the connection of South Mopac to Interestate 35

Dear Mayor Farrell and Members of Council:

Please take action to oppose both the expansion of Mopac with tolled and elevated lanes and the connection of South Mopac over to Interstate 35 with the proposed SH 45 SW toll road. With limited access at the south end, Mopac currently serves local commuters. If South Mopac is expanded and connected to I-35, it will be converted from serving local commuters into an alternate I-35 serving long-distance, inter-regional car and truck traffic. This would make traffic on Mopac worse, not better for current Mopac commuters, including Rollingwood residents.

Thank you for your consideration.

Signed: Janet Bencke

Printed Name: Janet Bencke

Address: [redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted]
Sent: Thursday, November 19, 2015 8:01 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Daryle Benkendorfer

Honorable Thom Farrell, Mayor, & Members of the Rollingwood City Council

RE: Please take action oppose tolled, elevated lane expansion of Mopac and the connection of South Mopac to Interestate 35

Dear Mayor Farrell and Members of Council:

Please take action to oppose both the expansion of Mopac with tolled and elevated lanes and the connection of South Mopac over to Interstate 35 with the proposed SH 45 SW toll road. With limited access at the south end, Mopac currently serves local commuters. If South Mopac is expanded and connected to I-35, it will be converted from serving local commuters into an alternate I-35 serving long-distance, inter-regional car and truck traffic. This would make traffic on Mopac worse, not better for current Mopac commuters, including Rollingwood residents.

Thank you for your consideration.

Signed:

Printed Name: Clyde W Bennett

Address: [redacted]

COMMENTS ON VIRTUAL OPEN HOUSE

Susan	Bennett	11/20/15	I DO NOT want elevated, double decker lanes on Mopac next to Lady Bird lake. I believe that the environment, quaility of life and aesthetics would be greatly harmed by such an plan.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Adam Benoit [redacted]
Sent: Thursday, November 19, 2015 9:14 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Adam Benoit
[redacted]

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 SOUTH
November 15, 2015 at 5:49 PM
[redacted]

Name: Lainey Benson

Email Address: [redacted]

Subject: MOPAC/LOOP 1 SOUTH

Message: Dear CTRMA Staff and Board Members,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose support our public parkland use, green spaces and community values.

Sincerely,

Lainey Benson

(Sent via

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 12:30:50 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Margaret Bentley
[redacted]
11/18/2015

From: Austin Chamber of Commerce on behalf of Michael Berman
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Monday, November 09, 2015 12:23:52 PM

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Michael Berman
[redacted]

Ann Bernard [redacted]
South Mopac Project
November 17, 2015 at 10:54 AM
[redacted]

To Whom it may Concern,

My name is Ann Bernard and I live in Rollingwood Texas. I have lived in Austin for 26 years and I have owned a home in Rollingwood for 8 years. As a concerned citizen who loves our city deeply, I respectfully request that you do not support any plans for any elevated sections to be created in the South Mopac expansion project. In addition, please do not add any "wishbone" lanes that expand the freeway outward or add any elevation to the existing highway.

The Mopac South project seems to be the compilation of ideas from various entities: CAMPO, CTRMA, and Tx DOT. It seems to be interested in solving traffic congestion problems in Austin, but at what cost? The area in question is one of the most treasured parts of our cities. It seems that the project is using the same "cookie-cutter" schemes that they have used in many other major Texas cities: toll roads, toll lanes, elevated sections of highway, etc. These projects create a generic, cement filled highway area that is not aesthetically pleasing to anyone. Have the congestion problems of Houston and Dallas been solved by these projects? No, of course not. Have the toll companies profited? Yes, of course they have.

From what we can gather, the only people who are actually supporting these plans are the ones who work directly for CAMPO, CTRMA, or TX DOT. The City of Austin has opposed the elevated sections and many surrounding neighborhoods, including Rollingwood, have opposed the plans. Most of the citizens of Austin who love and appreciate Lady Bird Lake, Zilker Park, and the hike and bike trail are horrified when the plans are presented to them.

Not only are the plans upsetting aesthetically, but the argument that they will "solve" traffic problems is ridiculous. If you actually drive on any of these roadways, you will be aware that funneling more cars onto 5th/1st street (Cesar Chavez) is not going to alleviate any congestion. Cesar Chavez is a land-locked street that has no plans for expansion. If you build more roads, more cars will indeed come, but they will have no where to go. Ultimately this will create more bottlenecks and congestion. Reducing traffic can be achieved through much less expensive and much less intrusive means. Simple steps can be implemented to increase public transportation and stagger business start times. Why are these not being investigated by your entities? Because they will not be profitable to CTRMA.

Why, then, are you pushing these South Mopac plans through when the people they will most affect are opposing them? Are you seriously interested in pushing a proposed highway change that is so dramatic and that will change the landscape of our city so much when the entire city is against it? That does not show democratic leadership, but instead a despicable amount of greed and ignorance on the part of the entities in charge.

Please oppose the elevated lanes in the South Mopac project. If lanes are expanded, please allow the expansion to be limited to one lane in each direction with NO elevated sections. I respectfully request that you seriously consider all of the public comment that you receive before making such a dramatic and damaging change to our beloved section of roadway - where Mopac (Loop1) goes over beautiful Lady Bird Lake, with Zilker park below it. You have an enormous amount of power to do the correct and honorable thing - to preserve a section of our city that embodies why so many people love our town. Please do not ruin it with more cement and roadway that will not effectively solve any of our traffic issues.

Thank you for your time,

Ann Bernard
[redacted]

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

Ann D. Bernard

Ann Bernard [redacted]

Printed Name Address

Additional Comments:

As a twenty six year resident of Austin, I understand that we need to make changes to accomodate the growth that our city is experiencing I do not support any elevated lanes to be developed on Mopac (Loop 1) from Loop 360 north to 5TH/1ST street exit or over Lady Bird Lake. The area that your current

Mopac South project focuses on is one of the most prized public areas of our city. Lady Bird Lake, the hike and bike trail, Zilker Park, the Zilker Garde. and the City of Austin Nature and Science Center would all be directly and negatively affected by elevated lanes. Please support the plan that includes one addition lane on the north and south sides, with NO elevated sections. There have not been enough studies to show the traffic impact of funneling more cars to Ceasar Chavez. There are easier and less expensive ways to alleviate traffic issues. Please do not add elevated sections or two wish bone bridges over Mopac.

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 2:01:02 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
patricia berzon
[redacted]
11/20/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Nancy Bressent

Address: [redacted]

[redacted] Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

No toll roads.

- Since toll roads can only be used by people with money to spare, they should only be used for purposes that are only for luxury travel.
- Since money is so scarce for transportation, no projects that are only for luxury purposes should be built.
- Therefore, toll roads are a bad idea.
- I don't use toll roads – except by accident
- If a toll is higher than minimum wage, then it would cost a minimum wage worker at least two hours of their daily pay to use the roads. It is blatant inequality.

Do not close 45 loop.

- Closing the 45 loop – in one piece or in individual pieces will create huge traffic problems and circumvents the expressed will of the public – as established in the original 1980's planning and votes (and 1990s). The inner city will be destroyed by the resulting traffic and cross roads. The city's most important tax base will be destroyed and replaced by illegal industries that don't care if the inner city is a rotten place to live. – Inner dwellers

Alternate transportation

- Improve light rail and buses. Improve bike trails. Put in sidewalks, making it easier to walk between bus routes, trains, etc.
- Put parking garages near train depots, bus hubs etc. so that people can park & ride more easily.

Protect the Environment

- No double decks on Mopac.
- No confiscation or destruction of

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 12, 2015 8:40:12 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Tom Best
[redacted]
11/12/2015

Subject: MoPac South Improvement Project support
Date: Wednesday, November 18, 2015 at 3:29 PM
From: Erin Bettison [redacted]
Reply-To: Erin Bettison [redacted]
To: Abby Tomlinson <atomlinson@HNTB.com>

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Miss Erin Bettison
[redacted]

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 2:56:08 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Laura Bettor
[redacted]
11/20/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Steve Beuerlein [redacted]
Sent: Wednesday, November 18, 2015 4:22 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Steve Beuerlein
[redacted]

Squarespace [redacted]
S Form Submission - New Form - MoPac/Loop 1 South
November 18, 2015 at 9:45 AM
[redacted]

Name: Elizabeth Bezanson

Email Address: [redacted]

Subject: MoPac/Loop 1 South

Message: Dear CTRMA Staff and Board Members:

I am against doubledecking over Town Lake.
I am decidedly opposed to interests mostly outside of Austin dictating the demise of Austin's premier park. Walkability/connectedness in the vicinity of MoPac at the lake is surprisingly good, and that will be completely eroded as well. The plans - all of them - are strangely outdated relics of another era in freeway-building. Odd for a supposedly forward-thinking city, and a mirror of what Austin is considering expensive ways to undo on I35.
Further, I am opposed to further expansion of MoPac for the convenience of a paying few. I am not opposed to congestion pricing, or the idea that those who use, should pay, but if there is community consensus that a few people deserve to get from the suburbs to central Austin quickly, rather than being personally inconvenienced to move or rearrange their lives to reduce their commute, then that should be done with existing lanes so as not to destroy the greenery and medians that exist along South MoPac and make it so much more humane than most urban freeways.
You might wish to include in your modeling of Austin's future demographics, that growth from within the USA will slow if we continue to choose to make Austin uglier, since so many people who move here come not for jobs, which have by no means kept pace with population, but for the putative quality of life. Just a thought. Your decisions could themselves negatively influence domestic migration to Austin.

Cordially,
Elizabeth Bezanson
[redacted]

(Sent via

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Bezanson, Elizabeth

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

I may be in the minority, but I like South MoPac the way it is: the greenery, the medians, and the number of traffic lanes. Driving on it doesn't feel like a life-and-death struggle as driving on Houston's freeways does.

An unelected body consisting largely of non-Austin residents should not have the power to despoil Austin's civic spaces by fiat.

If Austin is going to hell — and it probably is — that should be Austin's decision.

I oppose all S. MoPac expansion plans.

Cordially,

Elizabeth Bezanson

[redacted]

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 3:45:36 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Mollie Biddison
[redacted]
11/20/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 11, 2015 4:40:14 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Sandra Bieri
[redacted]
11/11/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of James Bierschwale [redacted]
Sent: Thursday, November 12, 2015 3:49 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 12, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. James Bierschwale
[redacted]

COMMENTS ON VIRTUAL OPEN HOUSE

Blake	Billman	11/12/15	Hello, I am encouraged by the initial designs and plans for the project and would like to make a few more suggestions that I think could be easily incorporated into the design at minimal cost along with one overriding concern. Design suggestions: where the mopac frontage roads meet cross streets (for example: 360, SW Pkwy, William Cannon, etc going south and the same going north) the left turn lanes that are u-turn only going under mopac only need to be lengthened by 100-200%. This is always a backup and would cost very little to fix. At SW Pkwy there are huge ruts in the grass where people consistently cut the corner bc the lanes are not long enough. Please fix this in the final design. We like the u turn only lanes being suggested for the bridge over Barton Skyway. Ditto the suggested change to the entrance to mopac from 6th street. We are ambivalent about the number of toll lanes added, but do have concerns about noise and the height of the lanes as they cross the river. We would prefer that the mopac bridge get wider rather than taller, flyover lanes. My main concern: We live between bee cave Rd and 360 just west of mopac, our biggest concern is road noise and we want the largest sound barrier possible placed near the road, similar to what is being done in Tarrytown. We would also prefer some type of landscaping incorporated into the project to mitigate noise. The Chisom Train toll road project in SW Fort Worth has done a good job of this with drought tolerant plants if you would like an example.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Ron Binkley [redacted]
Sent: Wednesday, November 18, 2015 1:23 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Ron Binkley
[redacted]

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 9:40:15 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Sue Bires
[redacted]
11/19/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Sinclair	Black	11/20/15	Building new lanes on South Mopac simply isn't necessary. Painting an existing lane for express buses, van pools and HOV would quickly create a significant volume for moving people not vehicles. A painted lane and a robust system of park&rides would more than compensate for the loss of the one redirected general purpose lane. The new park&ride fees would likely cost 30% less than parking in Downtown or at UT, and generate far more income than CTRMA's tolls. Furthermore, the park&ride infrastructure is very inexpensive - only about 5% of toll lane.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of James Blackmar [redacted]
Sent: Monday, November 09, 2015 7:55 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. James Blackmar
[redacted]

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 7:31:16 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Susie Blagdan
[redacted]
11/19/2015

Honorable Thom Farrell, Mayor, & Members of the Rollingwood City Council

RE: Please take action oppose tolled, elevated lane expansion of Mopac and the connection of South Mopac to Interestate 35

Dear Mayor Farrell and Members of Council:

Please take action to oppose both the expansion of Mopac with tolled and elevated lanes and the connection of South Mopac over to Interstate 35 with the proposed SH 45 SW toll road. With limited access at the south end, Mopac currently serves local commuters. If South Mopac is expanded and connected to I-35, it will be converted from serving local commuters into an alternate I-35 serving long-distance, inter-regional car and truck traffic. This would make traffic on Mopac worse, not better for current Mopac commuters, including Rollingwood residents.

Thank you for your consideration.

Signed:

Printed Name: Rafael del Blanco

Address: [redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Collin Bland [redacted]
Sent: Friday, November 20, 2015 3:16 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 20, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Collin Bland
[redacted]

From: Austin Chamber of Commerce on behalf of Joe Bland
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Saturday, November 07, 2015 11:05:24 AM

Nov 7, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Joe Bland
[redacted]

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Karen Blizzard

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

I strongly support the officials named above, and Keep Mopac Local, in their concern about the impact of this project on everything we hold dear — and tout as the "heart and soul of Austin" — Ladybird Lake, Barton Springs, Zilker Park, and other cherished public centers and areas along the Mopac corridor. This I-35 "western bypass" will destroy Austin's quality of life and turn it into the next Houston. Please consider other options, such as restriping Mopac to create HOV lanes, and using the new TxDOT money to pay off the toll debt and make 130 free.

This project will trash our environment and Barton Springs. None of the options offered thus far are acceptable. Please work with the citizens to think outside the box and come up with a solution as unique as Austin is. FORWARD THINKING!!!

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 1:05:17 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. I have lived in Central Austin for more than 30 years now, less than a mile from the inside of Mopac and less than 3 miles from Barton Springs Pool. I have watched four long-time (15 + years) neighbors on my block move west and far north in just the last two years. Before moving to Austin I lived in suburban Philadelphia and watched the Blue Route ruin the neighborhoods of my school days. It's amazing that Austin, without the protection that zoning laws in Pennsylvania seemed to offer, has resisted this highway sprawl as long as it has. This is a chance to avoid irreparable destruction and mistakes that kill the place we love.

Building SH 45 SW first will make MoPac and festival traffic even worse, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. And these toll roads, is MoPac to be an elite escape from IH-35? Consider implementing TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with (enforced) rush hour HOV lanes, at least. I take the 18 bus to work and the bus lane south on Guadalupe has really made a difference in travel times this year.

Sincerely,

M Blockley

Cc: Austin area local, State and Federal officials

Sincerely,
M Blockley
[redacted]
11/19/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Bill Blood [redacted]
Sent: Friday, November 20, 2015 3:46 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 20, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Bill Blood
[redacted]

From: Austin Chamber of Commerce on behalf of Jeff Bodenman
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 11:03:35 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

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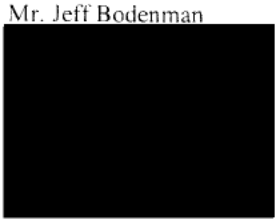
Sincerely,

Mr. Jeff Bodenman



From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 9:35:42 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Ave Bonar
[redacted]
11/19/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Barry	Bone	11/17/15	The alternatives presented with Direct Connection to Cesar Chavez should not be permitted. Cesar Chavez does not have capacity for another lane of traffic and it places toll traffic in front of free lanes. Static modeling along with Dynamic modeling studies should have been presented to the public in their entirety before the Public Comment Period. One Express Lane without Direct Connection to Cesar Chavez is the best alternative. Two Express Lanes without Direct Connection to Cesar Chavez is the second best alternative The Austin proposal requires new right of way from Zilker Park and should not be considered. The Two Lanes with Elevated Ramps at Barton Skyway should also not be considered. The Toll Lane taking traffic downtown ends where the free traffic entrance to MOPAC coming from Bee Caves Road and other points south. This will take 50% of the free lane capacity and divert it to the toll traffic.

COMMENTS ON VIRTUAL OPEN HOUSE

Jeff	Bonyun	11/19/15	My main comment is to encourage the CTRMA engineers to solve the traffic problem first and foremost. Too many citizens are opposed to the project for reasons that, in my opinion, do not outweigh the enormous traffic nightmare that is brewing if we do not choose the best road configurations. To that end, I encourage two express lanes in each direction. These are clearly the winners for improving travel time. In terms of cost and environmental impact, the second toll lane is negligible. It would be horribly wasteful to go through this construction project and end up with only one toll lane. Most notably, it is the general purpose lanes -- those not paying tolls -- that would suffer most in the traffic created by only a single lane. Everyone should be in favor of two express lanes in each direction. Also to that end, I encourage some form of direct toll-to-downtown connection. I believe that the "double-decker" option (2A) is better than the elevated ramps at Skyway (2C), but think both have their merits. Without such a connection, Mopac will be dangerous and slow where express lanes have to weave across 3+ lanes of traffic to make their exit. Downtown traffic will be growing, and missing this opportunity to enable that traffic flow will result in more accidents and more wait times for decades to come. To those concerned about the environmental impact of this construction, consider the environmental impact of traffic congestion. It is better to have more cars get to their destination swiftly, than to have fewer cars idling on the highway for extended periods. Toll lanes, with appropriate connections, will also enable better public transportation, allowing more commuters to leave their cars behind. Better for the environment, and better for people. To those concerned about the aesthetics of the double-decker, consider that Zilker Park and the surrounding area already has a view of an elevated highway. Adding flyovers -- as exist at many, many highway intersections throughout Austin -- will not make the bridge any uglier. And It will not make Zilker Park any less beautiful. I would also especially like to discount the concern of residents with wonderful views from the surrounding hills. They are a tiny group compared to the thousands of people who will benefit from the highway every day. And they already have a view of a highway, so it isn't going to be much worse. I also have some specific suggestions for improvement: - The COA proposal had one marvelous feature: the Lake Austin Blvd turnaround to enable 6th St traffic to access southbound Mopac without a stoplight. This can and should be added to whatever final design is chosen. - The Barton Skyway turnaround might be a good idea. But why build a new bridge? The existing bridge is over-sized for local traffic, built to handle the original vision of Barton Skyway crossing the creek. It has five lanes: 2 each direction, 1 split for left turns. Convert one of those lanes to the turnaround. That leaves two lanes in each direction. At least consult with users of this interchange, and measure traffic on it, before building a new bridge. - Consider a flyover connection from southbound Mopac to westbound Bee Cave. This route is heavily traveled and currently involves excessive weaving across the frontage road. Instead of moving the exit from Mopac further north, put a flyover near Rollingwood Dr to move that traffic to the outside before going up the hill. To the extent this requires more space, use the right-of-way between Mopac and the frontage road. Maintain the current exit for those headed to Barton Springs via the turnaround. For similar cost, it would serve more people than a new turnaround bridge at Skyway. And I have some specific commendations, for good design decisions: - The addition of sidewalk/shared-use trails along Barton Springs near Rollingwood Dr, especially on the north and west sides, will help with crazy pedestrian traffic during festivals/events in Zilker Park. - Lengthening the entrance lane to the southbound-Mopac-to-northbound-Mopac turnaround at 360 will prevent backups at the stoplight from stopping users of the turnaround. Everyone wins, and it's a very easy fix. - The collector-distributor between Skyway and 360 will enable eastbound Bee Cave users to access the southbound Mopac toll lanes and Hwy 71 without weaving across Mopac, which is currently a problem. In conclusion, thank you, CTRMA, for focusing on the long term traffic needs of the whole region. I appreciate the time and attention you have given to concerned citizens -- myself included. But ultimately it's important to serve the needs of the entire region.

From: Austin Chamber of Commerce on behalf of Roger Borgelt
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 11:33:27 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

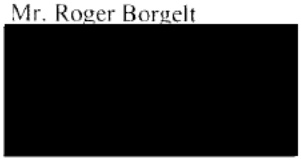
Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Roger Borgelt



From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 2:45:49 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Carina Boston Pinales
[redacted]
11/18/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 7:41:29 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Charlotte Boyle
[redacted]
11/19/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 3:47:07 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Frank Bozvan
[redacted]
11/20/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Monday, November 16, 2015 9:00:31 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
David Brady
[redacted]
11/17/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, October 22, 2015 7:25:22 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

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The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

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Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Kristin Bramblett
[redacted]
10/23/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 10:55:25 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Julia Brantley
[redacted]
11/19/2015

From: Austin Chamber of Commerce on behalf of Tracy Bratton
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 10:34:52 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

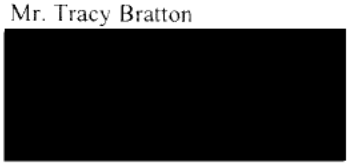
Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Tracy Bratton



Honorable Thom Farrell, Mayor, & Members of the Rollingwood City Council

RE: Please take action oppose tolled, elevated lane expansion of Mopac and the connection of South Mopac to Interestate 35

Dear Mayor Farrell and Members of Council:

Please take action to oppose both the expansion of Mopac with tolled and elevated lanes and the connection of South Mopac over to Interstate 35 with the proposed SH 45 SW toll road. With limited access at the south end, Mopac currently serves local commuters. If South Mopac is expanded and connected to I-35, it will be converted from serving local commuters into an alternate I-35 serving long-distance, inter-regional car and truck traffic. This would make traffic on Mopac worse, not better for current Mopac commuters, including Rollingwood residents.

Thank you for your consideration.

Signed: Theresa Brawley

Printed Name: THERESA BRAWLEY

Address: [redacted]

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 6:55:13 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Chip Bray
[redacted]
11/19/2015

Charles R. Winfield

From: Elizabeth Bray [redacted]
Sent: Tuesday, November 3, 2015 7:46 PM
To: atomlinson@HNTB.com; [redacted] steve.adler@austintexas.gov; delia.garza@austintexas.gov; ora.houston@austintexas.gov; pio.renteria@austintexas.gov; greg.cesar@austintexas.gov; ann.kitchen@austintexas.gov; don.zimmerman@austintexas.gov; leslie.pool@austintexas.gov; ellen.troxclair@austintexas.gov; kathie.tovo@austintexas.gov; sheri.gallo@austintexas.gov; greg.malatek@txdot.go; mayorfarrell@cityofrollingwood.com; Brigid.Shea@traviscountytx.gov; Barbara.Rush@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; administrator@cityofrollingwood.com; sbeal@mobilityauthority.com; spusteinyk@molilityauthority.com; mespinoza@mobilityauthority.com; mheiligenstein@mobilityauthority.com
Subject: Please, take a moment to look at the bigger picture - and into our future

Good evening-

Please do consider community feedback seriously. Your responsibility to shepherd our city and our children's future quality of life must be unbiased and reflective of what best serves AUSTIN without consideration for special interest groups or georgraphical areas that don't have to LIVE with Mopac on a daily basis.

.FIRST AND FOREMOST - PLEASE CONSIDER AN ENTIRE PLAN FOR OUR CITIES HIGHWAYS RATHER THAN PIECEMEAL APPROVALS THAT ONLY SERVICE SPECIAL INTEREST GROUPS.

THESE INDIVIDUAL PLANS SHOULD NOT BE CONSIDERED UNTIL THE INITIAL PLANS FOR ROADS LIKE 130 ARE COMPLETED AND UNTIL THEY ACTUALLY LINK UP TOGETHER TO MAKE SENSE. WHY START MORE PROJECTS WHEN WE HAVEN'T FIGURED OUT HOW TO PROPERLY USE THOSE WE JUST BUILT? WHY FUND INDIVIDUAL CONTRACTS WHEN THEY DON'T ALL MAKE SENSE TOGETHER?

URBAN PLANNING IS NOT SUCCESSFULLY DONE THIS WAY

Please do not add a double-decker over Lady Bird Lake or Double Decker Wishbone bridges over MoPac. I support the addition of 2 Toll lanes each direction without elevated lanes:

- The 2-lane each direction without elevated lanes option meets all of the MoPac South project "goals and objectives" set by CTRMA
- The 2-lanes each direction without elevated lanes provides consistency with local plans for park land use and with the 2040 Long Range Plan.

- he 2 lane [illegible] irection with [illegible] evated [illegible] s option ha [illegible] the lo [illegible] [illegible] ets and [illegible] ghborh ds - h [illegible] r
  par ks and l [illegible] ving e xpe ri [illegible] s and [illegible] ty ex perience.

- he 2 lane [illegible] irection without [illegible] vated [illegible] s option pro vides s du [illegible] [illegible] nd travel t me saving fo [illegible] a
  t ota l o f 26 [illegible] is only slight [illegible] wer th [illegible] e option with a Do uble [illegible] [illegible] nd Lad e

- The 2 lane each direction without Elevated Lanes option provides reduced [illegible] [illegible] nd travel time savings for all roadways
  t ota l in 2035 [illegible] is only slightly lower than the option with 40-50 [illegible] [illegible] hone bridges over MoPac

- The 2-lane each direction without elevated lanes option cost is $30 Million less than the Wishbone concept and $40 million less than the Double Decker Decker concept

- The 2-lane each direction without elevated lanes option minimizes impact to our water quality and lowers the impact on the natural and human environment by not building elevated structures near neighborhoods or Lady Bird Lake

- The 2-lane each direction without elevated lanes option will be more likely to be delivered in a timely manner because it requires no right of way be taken from Zilker Park, Lady Bird Lake or Lamar Beach Park

I also support the addition of the sidewalk on the west side of MoPac from Lady Bird Lake to Barton Creek Mall. Instead of an 8' sidewalk I would like an 11' multi-use path to accommodate bikes and pedestrians and connect and seamlessly with Phase III of the MoPac bicycle and Pedestrian project.

Please make sure to fully consider the social, economic, and environmental consequences. Please ensure the plans you choose support our public parkland, our green spaces and community values!

Thank you in advance for your careful consideration.

Elizabeth Bray

COMMENTS ON VIRTUAL OPEN HOUSE

Elizabeth	Bray	11/3/15	FIRST AND FOREMOST - PLEASE CONSIDER AN ENTIRE PLAN FOR OUR CITIES HIGHWAYS RATHER THAN PIECEMEAL APPROVALS THAT ONLY SERVICE SPECIAL INTEREST GROUPS. THESE INDIVIDUAL PLANS SHOULD NOT BE CONSIDERED UNTIL THE INITIAL PLANS FOR ROADS LIKE 130 ARE COMPLETED AND UNTIL THEY ACTUALLY LINK UP TOGETHER TO MAKE SENSE. WHY START MORE PROJECTS WHEN WE HAVEN'T FIGURED OUT HOW TO PROPERLY USE THOSE WE JUST BUILT? WHY FUND INDIVIDUAL CONTRACTS WHEN THEY DON'T ALL MAKE SENSE TOGETHER? URBAN PLANNING IS NOT SUCCESSFULLY DONE THIS WAY. Please do not add a double-decker over Lady Bird Lake or Double Decker Wishbone bridges over MoPac. I support the addition of 2 Toll lanes each direction without elevated lanes: The 2-lane each direction without elevated lanes option meets all of the MoPac South project "goals and objectives" set by CTRMA The 2-lanes each direction without elevated lanes provides consistency with local plans for park land use and with the 2040 Long Range Plan. The 2-lane each direction without elevated lanes option has the lowest impact to the parks and neighborhoods while still significantly improving travel times and capacity on our roadway. The 2-lane each direction without elevated lanes option provides reduced congestion and travel time savings for all roadway users in 2035 and is only slightly slower than the option with a Double decker over Lady Bird Lake. The 2-lane each direction without elevated lanes option provides reduced congestion and travel time savings for all roadway users in 2035 and is only slightly slower than the option with 40-50 feet elevated Wishbone bridges over MoPac. The 2-lane each direction without elevated lanes option cost is $30 Million less than the Wishbone concept and $40 million less lane the Double Decker Decker concept. The 2-lane each direction without elevated lanes option minimizes impact to our water quality and lowers the impact on the natural and human environment by not building elevated structures near neighborhoods or Lady Bird Lake. The 2-lane each direction without elevated lanes option will be more likely to be delivered in a timely manner because it requires no right of way be taken from Zilker Park, Lady Bird Lake or Lamar Beach Park. I also support the addition of the sidewalk on the west side of MoPac from Lady Bird Lake to Barton Creek Mall. Instead of an 8' sidewalk I would like an 11' multi-use path to accommodate bikes and pedestrians and connect and seamlessly with Phase III of the MoPac bicycle and Pedestrian project. Please make sure to fully consider the social, economic, and environmental consequences. Please ensure the plans you choose support our public park land use, green spaces and community values!

COMMENTS ON VIRTUAL OPEN HOUSE

Elizabeth	Bray	11/11/15	I am really struggling to find the point of any of this work? We are talking about the two mile portion of Mopac that currently has the LEAST traffic. I travel these lanes both ways every single day. To go from Bee Caves to Caesar Chavez - in either direction takes between 3-7 minutes at virtually any time of day. This is not where the bottle neck occurs, so why are we increasing the express opportunity in this sector simply to dump a higher volume of cars out directly into the areas where the blockage does in fact occur? Further, why create express anything for just a couple of miles when it cannot continue? It truly serves no purpose.

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Thursday, November 12, 2015 10:56 AM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#394]

Name * Terry Bray

Email * [redacted]

Address [redacted]

Message * i support CTRMA expansion plans. and whechever alternative CTRMA finally recommends. improvements are urgently needed asap to deal with the congestion on mopac.

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 10:45:13 PM

Dear TxDOT and CTRMA officials:

Please include my comments in the public record on the proposed 8-mile long "Mopac South" project. Please improve South Mopac traffic today. All you have to do is only use a little paint to repaint the lanes to make Slaughter Lane through to Ben White 3 lanes because the cement is already there. Period. That cheap, easy & quick "paint job" would significantly IMPROVE traffic along that extremely congested root. You obviously don't have to sit in this stop & go traffic, twice a day, EVERYDAY, so that it takes 30 minutes just to get from Davis Lane through the South Mopac & 71/290 overpass by Sunset Valley to Ben White which is only a few miles. Please install 1 camera on that overpass facing South towards Slaughter so that you'll be forced to face this daily reality that so many Austinites have to endure every single weekday. We waste so much time time (2-3 hours / weekday), money, productivity, along with road & vehicle wear & tear. Please repaint the Mopac South lanes, just like you did heading North on Mopac at Enfield which helps the traffic move better through the area. Please add rush hour HOV lanes, park and rides, enhanced ride sharing and improve intersections at Slaughter Lane which backs up traffic for miles in both directions every day. Please built & complete the roads BEFORE waisting any time & money on the "sound barrier walls" which should be basic common sense. Another problem with these expensive, large and ugly so called sound barriers is that they block driver's view of the road so that we can't see that traffic is completely stopped on Mopac from the frontage road so that we can then avoid joining the parking lot on Mopac & will then opt to take a different root therefore not adding to the problem.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now by repainting the lanes so there's three all the way through Ben White, with adding rush hour HOV lanes, park and rides, enhanced ride sharing and improve intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Misty Breaux
[redacted]
11/21/2015

Honorable Thom Farrell, Mayor, & Members of the Rollingwood City Council

RE: Please take action oppose tolled, elevated lane expansion of Mopac and the connection of South Mopac to Interestate 35

Dear Mayor Farrell and Members of Council:

Please take action to oppose both the expansion of Mopac with tolled and elevated lanes and the connection of South Mopac over to Interstate 35 with the proposed SH 45 SW toll road. With limited access at the south end, Mopac currently serves local commuters. If South Mopac is expanded and connected to I-35, it will be converted from serving local commuters into an alternate I-35 serving long-distance, inter-regional car and truck traffic. This would make traffic on Mopac worse, not better for current Mopac commuters, including Rollingwood residents.

Thank you for your consideration.

Signed: Marina Breeland

Printed Name: Marina Breeland

Address: [redacted]

Honorable Thom Farrell, Mayor, & Members of the Rollingwood City Council

RE: Please take action oppose tolled, elevated lane expansion of Mopac and the connection of South Mopac to Interestate 35

Dear Mayor Farrell and Members of Council:

Please take action to oppose both the expansion of Mopac with tolled and elevated lanes and the connection of South Mopac over to Interstate 35 with the proposed SH 45 SW toll road. With limited access at the south end, Mopac currently serves local commuters. If South Mopac is expanded and connected to I-35, it will be converted from serving local commuters into an alternate I-35 serving long-distance, inter-regional car and truck traffic. This would make traffic on Mopac worse, not better for current Mopac commuters, including Rollingwood residents.

Thank you for your consideration.

Signed: PkBreeld

Printed Name: Patrick Breeland

Address: [redacted]

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 5:26:07 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Paula Jan Breland
[redacted]
11/20/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 8:45:40 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Kathrin Brewer
[redacted]
11/20/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Forrest Wes Breyfogle [redacted]
Sent: Friday, November 13, 2015 1:03 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 13, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Forrest Wes Breyfogle
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of billy bridgeman [redacted]
Sent: Wednesday, November 18, 2015 4:22 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. billy bridgeman
[redacted]

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 10:30:17 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Damon Brinson
[redacted]
11/20/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 11, 2015 10:10:16 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Pamela Brochhausen
[redacted]
11/11/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, October 22, 2015 2:35:23 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

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Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
pat brodnax
[redacted]
10/22/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 1:05:23 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Barry Broughton
[redacted]
11/18/2015

John Whitfield

From: Austin Chamber of Commerce [redacted]
Sent: Thursday, November 19, 2015 8:01 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr.Ben Browder

Honorable Thom Farrell, Mayor, & Members of the Rollingwood City Council

RE: Please take action oppose tolled, elevated lane expansion of Mopac and the connection of South Mopac to Interestate 35

Dear Mayor Farrell and Members of Council:

Please take action to oppose both the expansion of Mopac with tolled and elevated lanes and the connection of South Mopac over to Interstate 35 with the proposed SH 45 SW toll road. With limited access at the south end, Mopac currently serves local commuters. If South Mopac is expanded and connected to I-35, it will be converted from serving local commuters into an alternate I-35 serving long-distance, inter-regional car and truck traffic. This would make traffic on Mopac worse, not better for current Mopac commuters, including Rollingwood residents.

Thank you for your consideration.

Signed:

Printed Name: EDITH BROWN

Address: [redacted]

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Monday, November 16, 2015 12:20:27 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Edward Brown
[redacted]
11/16/2015

COMMENTS ON VIRTUAL OPEN HOUSE

George	Brown	11/20/15	If toll lanes must be built, the " 2-toll-pan each direction without elevated lanes"option has the lowest impact to the park,lake and neighborhoods while still significantly improving travel times and capacity on our roadway,with travel times in 2035 that are within 3-5minutesof the double decker options. Please ensure the plan you choose supports our public parkland use,green spaces and community values. Sincerely George Brown

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Tuesday, October 13, 2015 7:11 AM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#362]

Name * roger brown

Email * [redacted]

Address [redacted]

Message * The intersections seem like a great design. I have seen this work well in other cities. The innovative design keeps traffic flowing with considerably less traffic cycles at the intersection.

This e-mail and any files transmitted with it are confidential and are intended solely for the use of the individual or entity to whom they are addressed. If you are NOT the intended recipient and receive this communication, please delete this message and any attachments.

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): Roger C Brown

ADDRESS: [redacted]

COMMENTS: First - Great Presentation of Options

2 other Comments

- The elevated exit to down town is only option that allows unrestricted exits without crossing other Traffic lanes at some point. Others will create another merging traffic obsticle to Through traffic.
- All options leave exits and entrances at Davis and Slaughter unchanged. They need improved also.

Again Great Job! Explain why, and proceed!

Thanks

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

☐ I am employed by TxDOT

☐ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

[redacted]

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 9:15:49 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Sharon Brown
[redacted]
11/19/2015

From: Austin Chamber of Commerce on behalf of Travis Brown
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 10:33:34 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Travis Brown

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 12, 2015 10:30:14 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
stewart browning
[redacted]
11/12/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 11, 2015 11:55:13 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

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Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Victoria Brunow
[redacted]
11/11/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Michael Bruns [redacted]
Sent: Monday, November 09, 2015 1:11 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Michael Bruns
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Hope Brusevold [redacted]
Sent: Wednesday, November 18, 2015 12:51 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mrs. Hope Brusevold
[redacted]

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 3:06:12 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Suzanne Bryant
[redacted]
11/18/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Tuesday, November 10, 2015 1:55:17 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

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As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Vicki Buck
[redacted]
11/10/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 7:40:09 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Christi Buerger
[redacted]
11/20/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 7:25:25 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Karl Buesing
[redacted]
11/21/2015

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Tuesday, November 10, 2015 8:22 PM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#387]

Name * Andrea buettemeyer

Email * [redacted]

Address [redacted]

Message * I'm travelling tomorrow, Wednesday Nov. 11 to visit my daughter. Normally I travel mopac south bound and exit at Caesar Chavez. Since it's closed, what exit do i take to get to Caesar Chavez toward downtown?

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Ben Bufkin [redacted]
Sent: Tuesday, November 10, 2015 10:13 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 10, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mr. Ben Bufkin
[redacted]

From: Austin Chamber of Commerce on behalf of Jed Buie
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 12:03:39 PM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Jed Buie

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Dale Bulla

Address: [redacted]

[redacted] Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

The South MoPac loop needs to be considered as a total 18 mile project instead of breaking it up into 4 separate pieces. We don't want MoPac to become I-35 W. Pay off the 130 toll road with money approved by voters and let that become I-35 E.

Zilker, Wildflower Center, Austin Nature Center and Lady Bird Lake are too precious. Don't allow them to be inundated with noise and pollution!!

Follow the recomendations of your own 2011 Blue Ribbon Advisory group and make 130 Toll Free!!

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Pat Bulla

Address: [redacted]

[redacted] Email:

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

Don't let Mopac become I 35 west!!!

Do a complete study of all of it before doing piecemeal parts. Look at other alternatives which won't destroy our beautiful city!

No upper limits on tolls is totally unacceptable and unjust

Don't destroy Austin High School!

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Michael Buls [redacted]
Sent: Wednesday, November 18, 2015 4:29 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Michael Buls
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, October 30, 2015 9:10:28 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Bill Bunch
[redacted]
10/30/2015

Charles R. Winfield

From: Thomas Farrell <mayorfarrell@cityofrollingwood.com>
Sent: Friday, November 13, 2015 10:48 AM
To: Charles R. Winfield; City of Rollingwood
Subject: Fwd: Letter request on Mopac/45SW attached
Attachments: RollingwoodNov13.tr.docx; Untitled attachment 00173.htm; WANG 45 SW resolution 20151104 1.pdf, Untitled attachment 00176.htm

Sent from my iPhone

Begin forwarded message:

From: Bill Bunch [redacted]
Date: November 13, 2015 at 8:12:16 AM CST
To: "MayorFarrell@cityofrollingwood.com" <MayorFarrell@cityofrollingwood.com>
Cc: Amy Pattillo [redacted]
Subject: Letter request on Mopac/45SW attached

Mayor Farrell,

Please consider the attached letter of request and supporting exhibit.

Thank you in advance for your consideration.

Very best regards,

Bill Bunch
SOS Alliance
[redacted]

SAVE OUR SPRINGS

November 13, 2015

Honorable Thom Farrell, Mayor
City of Rollingwood
[redacted]

Via Email

Re: Request to consider action on the proposed SH 45 SW/Mopac tolled expansion loop at next week's City Council meeting

Dear Mayor Farrell:

Please place on the Rollingwood City Council's agenda for its regularly scheduled meeting next week consideration and possible action concerning the proposed SH 45 SW/Mopac partially-tolled expansion loop. It is my understanding that this may already be on the agenda, and if so, thank you. I would also appreciate the opportunity to speak to the council on this matter as part of your regular citizen participation procedures.

It is my understanding that you and the council have copies of the January 2014 TxDOT bond prospectus that incorporates a traffic & revenue study stating a plan to complete the SH 45 SW connection of the southern terminus of Mopac over to Interstate 35 by 2025.

In support of this request, I am providing a copy of a resolution recently passed by the West Austin Neighborhood Group as an example of what a number of neighborhood and other entities are saying in calling for an end to the current TxDOT and CTRMA piecemeal approach to the expansion and extension of South Mopac. WANG represents the neighborhoods just across the river from Rollingwood, west of Mopac from the river up to West 35th street.

`Thank you for your consideration and for your work on this issue.

Sincerely,

Bill Bunch

Enclosure

RESOLUTION

WHEREAS, because of limited access at the south end of Mopac, Mopac currently operates as a local highway serving primarily local commuters; and

WHEREAS, the conversion of Mopac from a local commuter highway to a western loop, or western Interstate 35 alternative, has never been studied or carefully considered by CAMPO, the City of Austin, Travis County, the CTRMA, TxDOT, or the Austin community; and

WHEREAS, in light of Mopac traffic already exceeding capacity during peak hours, it raises serious questions about the propriety of adding more traffic to South Mopac by constructing the SH 45 SW toll road at this time and prior to having a comprehensive plan for South Mopac and the Lady Bird Lake bridge; and

WHEREAS, any increase in traffic on South Mopac will add more traffic on Lady Bird Lake bridge and North MoPac, resulting in increased congestion, noise, light, cut-through traffic, and air pollution effects directly affecting our neighborhood; and

WHEREAS, the Central West Austin Combined Neighborhood Plan calls for transportation investments in MoPac that are "compatible with the neighborhood and its environment," recognizing that expansion of MoPac has been one of the most important transportation issues affecting our neighborhood; and

WHEREAS the Austin City Council, upon recommendations from the Imagine Austin Citizens Task Force, voted to exclude the proposed SH 45 SW toll from the Imagine Austin plan; and

WHEREAS, the Lady Bird Johnson Wildflower Center has identified the proposed construction of SH 45 SW Phase I as posing a threat to the viability of the Center as a result of the added traffic, noise, and other impacts that would be added to South Mopac, and

WHEREAS, the currently under construction "managed lanes" project on North Mopac is not yet complete, and the operation of the completed lanes, particularly the entrances and exits to and from the new "managed lanes," together with the changes to remaining lanes, have yet to be tested in real time and evaluated; and

WHEREAS, the proposed construction of SW45 will use Travis County taxpayer funds to subsidize sprawl for the benefit of Hays County residents in direct contradiction to the community values expressed in Imagine Austin by promoting additional traffic and development over the environmentally sensitive Barton Springs Edwards Aquifer recharge zone; and

WHEREAS, West Austin Neighborhood Group (WANG) is a non-profit organization of neighborhood residents with the shared goal of preserving the character of West Austin and protecting it from deterioration, and is concerned with community development, ecology, safety,

and many other matters that indirectly and directly affect the quality and character of our neighborhood and the City of Austin;

NOW, THEREFORE, BE IT RESOLVED, that the West Austin Neighborhood Group Board of Directors calls for any SW/Mopac tolled loop expansion to improve north-south traffic flow on I-35, SH 130, and Mopac not divert I-35 traffic to Mopac via the proposed SH 45 SW; and

BE IT FURTHER RESOLVED that the Board of Directors opposes expanding and connecting MoPac to SH 45 SW to prevent the expanded traffic on MoPac which will adversely affect the West Austin residential neighborhood through increased traffic congestion, noise, and air pollution and which will also cause environmental damage to the environmentally sensitive park areas enjoyed by residents of our neighborhood, including Barton Creek, Zilker Park, and other areas in the Barton Springs Edwards Aquifer recharge zone; and

BE IT FURTHER RESOLVED that the Board of Directors asks the above persons and entities to work with the Board and others to initiate non-tolled improvements to Mopac that would (or could) include restriping of existing shoulders to add a lane; designating a lane a High Occupancy Vehicle lane during peak hours; providing transit and park and ride options; strengthening ride share and telecommute opportunities; and improving intersections, all without taking any additional right-of-way to laterally or vertically expand MoPac on the north or south sides of or over Lady Bird Lake.

ADOPTED: November 4, 2015 ATTESTED: Catherine Kyle

Catherine Kyle
President
West Austin Neighborhood Group

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 SOUTH
November 15, 2015 at 5:55 PM
[redacted]

Name: Leah Buratti

Email Address: [redacted]

Subject: MOPAC/LOOP 1 SOUTH

Message: Dear CTRMA Staff and Board Members,

I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road.

A double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road will be 45-50 feet above ground level and will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character, look and feel from peaceful and green to highly urbanized and industrial. Elevated lanes will also add more noise and light pollution (than not building up) to Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, and Austin High school.

I request CTRMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review because the project will significantly impact land over the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Austin High School and City of Austin and City of Rollingwood surrounding neighborhoods.

With the significant changes in the 2015 traffic data presented to the public since the Feb 2015 open house and the major changes approved by voters for regional non-tolled road funding in the recent election, CTRMA's current study should reexamine alternatives to converting MoPac South into a toll road. HOV and transit only lanes should be compared with the toll and general purpose lane options proposed to give the public an understanding of why toll lanes are being considered as the only option. Along with a no-build scenario, options such as expanding telecommuting, ride sharing, and rail should be considered.

Best regards,
Leah Buratti

(Sent via

From: Leah Buratti
To: [redacted] atomlinson@hnth.com; [redacted] al.alonzi@dot.gov; [redacted] steve.adler@austintexas.gov; delia.garza@austintexas.gov; ora.houston@austintexas.gov; pio.renteria@austintexas.gov; greg.cesar@austintexas.gov; ann.kitchen@austintexas.gov; don.zimmerman@austintexas.gov; leslie.pool@austintexas.gov; ellen.troxclair@austintexas.gov; kathie.tovo@austintexas.gov; sheri.gallo@austintexas.gov; greg.malatek@txdot.go; mayorfarrell@cityofrollingwood.com; Brigid.Shea@traviscountytx.gov; Barbara.Rush@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; administrator@cityofrollingwood.com; sbeal@mobilityauthority.com; spusteinyk@mobilityauthority.com; mespinoza@mobilityauthority.com; mheiligenstein@mobilityauthority.com
Subject: MOPAC/LOOP 1 SOUTH
Date: Sunday, November 15, 2015 6:00:03 PM

Dear CTRMA Staff and Board Members,

I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road.

A double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road will be 45-50 feet above ground level and will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character, look and feel from peaceful and green to highly urbanized and industrial. Elevated lanes will also add more noise and light pollution (than not building up) to Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, and Austin High school.

I request CTRMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review because the project will significantly impact land over the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Austin High School and City of Austin and City of Rollingwood surrounding neighborhoods.

With the significant changes in the 2015 traffic data presented to the public since the Feb 2015 open house and the major changes approved by voters for regional non-tolled road funding in the recent election, CTRMA's current study should reexamine alternatives to converting MoPac South into a toll road. HOV and transit only lanes should be compared with the toll and general purpose lane options proposed to give the public an understanding of why toll lanes are being considered as the only option. Along with a no-build scenario, options such as expanding telecommuting, ride sharing, and rail should be considered.

Best regards,

Leah Buratti

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Rusty Burnett [redacted]
Sent: Friday, November 20, 2015 3:17 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 20, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Rusty Burnett
[redacted]

Use this if you prefer written comment. to submit online use link on other side.

Return to city Hall
Deadline: Nov. 20, 2015

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,
Molly Burnette
Lynne Storm

MOLLY BURNETTE
Lynne Storm
Printed Name

Also [redacted]
Address

Additional Comments:

The elevated lanes are the worst, ugliest possible idea to improve the efficiency of Mopac. Please, please do not force this monstrous eye-sore on the citizens of Southwest Austin.

From: Austin Chamber of Commerce on behalf of John Burnham
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 6:04:00 PM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. John Burnham

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, October 22, 2015 12:20:19 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Steve Burns
[redacted]
10/22/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 9:20:32 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Bruce Burton
[redacted]
11/20/2015

From: Austin Chamber of Commerce on behalf of Robert Burton
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 11:03:24 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Robert Burton
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted]

Sent: Thursday, November 19, 2015 8:01 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Paul Bury

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 SOUTH
November 19, 2015 at 1:36 PM
[redacted]

Name: Julie Butler

Email Address: [redacted]

Subject: MOPAC/LOOP 1 SOUTH

Message: Dear CTRMA Staff and Board Members,

I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

I request CTRMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review because the project will significantly impact land over the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Austin High School and City of Austin and City of Rollingwood surrounding neighborhoods.

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose support our public parkland use, green spaces and community values.

Sincerely,
Julie Butler

(Sent via

COMMENTS ON VIRTUAL OPEN HOUSE

Theresa	Buzek	11/11/15	Thank you for providing this opportunity for review online. It would be helpful to have a picture to the model that is displayed on the table as a scrollable "map" to review so that those that learn more visually can review the concept in greater detail.

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 3:55:34 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Kristian Caballero
[redacted]
11/20/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 12:20:12 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Matthew Caldwell
[redacted]
11/19/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 3:20:50 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Susan Caldwell
[redacted]
11/18/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Brendan Callahan [redacted]
Sent: Monday, November 09, 2015 5:12 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Brendan Callahan
[redacted]

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 3:50:38 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Sidney Cameron
[redacted]
11/19/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 3:35:21 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Don Campbell
[redacted]
11/18/2015

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): Mike Cannatti

ADDRESS: [redacted]

COMMENTS: - No overpasses at Lady Bird Lake or over Zilker Park

- We should not expend construction over Edwards Aquifer Recharge Zone because of our community values to protect this fragile environment
- Find other traffic solutions that do not connect MoPac to I-35

Build scooter lane to promote higher traffic flow with safety for scooters

Prefer options that do not build close or near or over Austin High

City option is terrible for taking park right of way

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

☐ I am employed by TxDOT

☐ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Tuesday, November 10, 2015 5:50 PM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#385]

Name * Andy Cantu

Email * [redacted]

Address [redacted]

Message *

The Austin Chamber of Commerce supports a vision for MoPac South that includes two express lanes in each direction with a direct connection to Downtown. This option makes the greatest impact on congestion and reduces time in gridlock for express and free lane drivers alike. Additionally, this project provides our transportation agencies with sustainable, flexible revenue without placing additional long-term costs on taxpayers. Above all, the Chamber applauds the Mobility Authority's commitment to craft multimodal solutions - prioritizing transit on express lanes and adding over eight miles of pedestrian and bicycle facilities. The other configurations require similar investment while delivering a fraction of the benefit. MoPac South is worth doing; it's especially worth doing right.

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Tuesday, November 10, 2015 7:00:15 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Laura Carbonneau
[redacted]
11/10/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Saturday, November 07, 2015 9:00:19 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

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In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

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The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

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Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Jeff Cariker
[redacted]
11/08/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Andy Carlson [redacted]
Sent: Wednesday, November 18, 2015 11:21 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Andy Carlson
[redacted]

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 6:45:18 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Neil and Elizabeth Carman
[redacted]
11/21/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, October 23, 2015 9:50:17 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

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In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

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As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Cecile Carson
[redacted]
10/23/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 1:20:45 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Mary Carson-Coe
[redacted]
11/20/2015

From: Austin Chamber of Commerce on behalf of Graham Carter
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Monday, November 09, 2015 9:40:14 AM

Nov 9, 2015

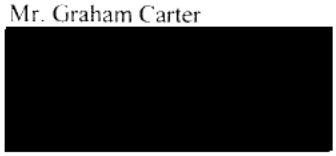
Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Graham Carter


John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Lindsey Cartwright [redacted]
Sent: Monday, November 16, 2015 1:27 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 16, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mrs. Lindsey Cartwright
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Brian Cassidy [redacted]
Sent: Friday, November 20, 2015 3:47 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 20, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mr. Brian Cassidy
[redacted]

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 5:30:11 PM

Dear TxDOT and CTRMA officials:

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Doreene Castro
[redacted]
11/19/2015

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Wednesday, November 18, 2015 5:17 PM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#399]

Name * Digna Cavazos Weems

Email * [redacted]

Address

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 9:55:15 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

I live about one mile from MoPac now, close to the small "mini-city" that the "pending" Austin Oaks PUD wants to be part of. We in Northwest Hills don't need more traffic, more congestion and more crime. Great way to turn a first-class neighborhood into an outer-city slum. I don't want any of this. I also don't like the sneaky way this piece-by-piece construction is trying to deceive us until it's too late to go back. So try following the plan below:

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Stanley Cavitt
[redacted]
11/19/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 11:05:31 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

I support the position of Keep Mopac Local in opposing the piecemeal approval of the South Mopac project. This project will have a profound impact on traffic patterns in our neighborhood in Southwest Austin, where residents depend upon Mopac to commute to work, school, and medical appointments. This highway is too important to the daily lives of our citizens to be subject to tolls, especially at a time when legislation and public sentiment are moving away from reliance on toll funding for highway improvement and maintenance.

Administration of the project by the CTRMA, the agency specifically responsible for toll road construction, means the project will be designed and constructed as a toll road with separation of non-tolled and toll lanes and issues of access that would not be necessary from a simple expansion of the highway. This in turn means added cost which requires additional tolls. I would urge removing the tolled requirement and studying the project simply as a means of moving traffic. Non tolled alternatives must be included in any review of the design. The project must also be reviewed in its full context as part of a system linking SH 45 SW with Central and North Austin with feeders bringing traffic from the Oak Hill, Dripping Springs, and Bee Caves areas and having profound consequences for the Edwards Aquifer.

Cc: Austin area local, State and Federal officials

Sincerely,
Carol Cespedes
[redacted]
11/21/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: MICHAEL CHARLESWORTH

Address: [redacted]

Email:

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

We need environmental impact studies for the whole of the 845 SW/MoPac loop before any more changes to existing roads take place.

We need transportation systems that TAKE PEOPLE, TRUCKS AND CARS OFF THE ROADS – that is: railroads, trams, trolleys, underground rail etc.

REMOVE THE TOLLS FROM SH 130

Add rush hour HOV lanes, park and rides, not more toll lanes.

This proposal for your toll roads negatively impacts the environment in the city of Austin. The health of the environment should be THE TOP PRIORITY

At the moment not many big trucks use MoPac. This situation is what we want and must remain.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Jamie Chauvette [redacted]
Sent: Tuesday, November 10, 2015 7:13 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 10, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Jamie Chauvette
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of John Childers [redacted]
Sent: Thursday, November 19, 2015 2:32 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

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Sincerely,

Mr. John Childers
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Jackie Choi [redacted]
Sent: Friday, November 13, 2015 10:51 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 13, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Jackie Choi
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Joe Christian [redacted]
Sent: Wednesday, November 11, 2015 11:46 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 11, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Joe Christian
[redacted]

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 12:35:18 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Leslie Christensen
[redacted]
11/19/2015

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): Spencer Christian

ADDRESS: [redacted]

COMMENTS: -Endanger Athis Student
- Cause unnecessay traffic in our area
- Terrible for ecosystem of Edwards Aquifer

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

☐ I am employed by TxDOT

☐ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

24

[redacted]

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 05, 2015 12:20:34 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Marion Cimbala
[redacted]
11/05/2015

November 18, 2015

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

Mr. Russell Zapalac, P.E.
Chief Planning and Project Officer
Texas Department of Transportation
125 East 11th St.
Austin, TX 78701

Mr. Mike Heiligenstein
Executive Director
Central Texas Regional Mobility Authority
3300 N IH-35, Suite 300
Austin, TX 78705

Mr. Ashby Johnson
Executive Director
Capital Area Metropolitan Planning Organization
505 Barton Springs Road, Suite 700
Austin, TX 78704

Re: MoPac South Project

Dear Sirs:

This letter provides our comments on the materials, presentations, and statements of the Central Texas Regional Mobility Authority ("CTRMA") and its representatives related to the CTRMA's October 21, 2015 presentation to the Rollingwood City Council, the CTRMA's October 22, 2015 Rollingwood Area Workshop, the CTRMA's November 10, 2015 MoPac South Environmental Study Open House, and the CTRMA's MoPac South Environmental Study Virtual Open House, which was launched online on October 21, 2015.

We would first like to briefly respond to the CTRMA's August 6, 2015 letter, which was sent from Mike Heiligenstein to Mayor Farrell. Thank you for noting that you "appreciate the City's support for mobility and safety improvements to the MoPac South corridor and your willingness to partner with us as we further develop our Express Lanes alternative." We appreciate your ongoing communication and your desire to partner with us as you develop the plans for the MoPac South Project (the "Project") and conduct the Environmental Study for the Project in accordance with the National Environmental Policy Act ("NEPA").

We were, however, a bit puzzled by the following statement contained in the CTRMA's August 6 letter: "While I understand your concerns regarding the elevated lanes, if the original MoPac had never been built due to similar concerns, we would have had an additional 150,000 vehicles winding their way through neighborhoods and city streets on their way to downtown and area employment centers." We have consistently voiced our support for needed improvements to MoPac South that serve to increase mobility and safety, while being sustainable and sensitive to both the human and natural environment. As we have stated, Rollingwood supports a sustainable solution to improve mobility and safety, and has previously expressed its support for a number of aspects of the Project, including improved traffic flow on MoPac near the City, and increased safety at the entrance and exit ramps to and from FM 2244. However, we want to make sure that the design of the roadway does not repeat the mistakes of the past in ways more fully discussed below.

In addition, the CTRMA's August 6 letter states that: "You are correct to point out that CAMPO supports the two express lanes in each direction — in fact it was a unanimous vote." It is important to keep in mind that the CAMPO 2035 Regional Transportation Plan included only one express lane in each direction for MoPac. The CTRMA requested an amendment to the CAMPO 2035 Plan, which would have changed the scope of the MoPac South project in the CAMPO 2035 Plan from one express lane each direction to two express lanes each direction, and which would have aligned the CAMPO 2035 Plan with the CTRMA "Preferred Alternative". The proposed amendment to the CAMPO 2035 Plan was withdrawn on or about March 30, 2015. The CAMPO 2035 Plan still contains one express lane in each direction for MoPac; however, the CAMPO 2040 Plan, which was adopted by unanimous vote, does include two express lanes in each direction.

The City of Rollingwood does not support elevated lanes of any kind over MoPac.

Cities across the country are actively addressing the negative impacts associated with urban elevated highways. These elevated highways were designed and built during the 1950's, 1960's, and 1970's in an effort to move people living in suburban areas to downtown centers. Cities like New York, Milwaukee, Portland, and San Francisco have all torn down and redesigned elevated urban highways and overpasses in order to improve livability, aesthetics, noise, and transportation. Right here in Texas, both Dallas (I-345) and Houston (I-45 Pierce Elevated) are actively engaged with TxDOT in planning efforts to remove elevated portions of highways that are eyesores, divide neighborhoods, create noise and light pollution, are expensive to maintain, and add little or no transportation efficiency.

Our City and the greater Austin community values and wants to preserve and promote what are our innate strengths in this unique area: walkability, urban parks, bike paths, and the clustering of many different uses close together. With this in mind, we are keenly aware that the noisy, hulking presence of an elevated urban highway, or elevated toll lanes, will only degrade the value of what is perhaps the greater Austin community's most unique, valued and productive land. In this irreplaceable setting, elevated, limited-access toll lanes connecting to downtown, with their small number of entry and exit points, will not move car traffic any more efficiently during rush hour than does the two-express lane option without elevated, direct connect toll lanes, with its multiplicity of route options. In addition, due to its elevated nature and small number of entry and exit points, the elevated, limited-access toll lanes connecting to downtown does not serve to facilitate reliable emergency response in any way.

Elevated "double decker" lanes directly adjacent to Zilker Park and spanning over Lady Bird Lake will soar approximately 45 to 50 feet above ground level and will destroy the viewshed and natural beauty of this special and unique part of the Austin area. It will also adversely impact historic properties, most notably the Zilker Park Historic District, and will transform the character, look and feel from peaceful and green to austere and industrial. In addition to being an eyesore, elevated toll lanes over MoPac will almost certainly increase noise and light pollution to the Zilker Park Historic District, the Nature and Science Center, Zilker Botanical Gardens, Deep Eddy Pool, Lady Bird Lake, Austin High School, and nearby parks and residential neighborhoods, including Rollingwood Park and the City of Rollingwood.

Likewise, the newly introduced proposal to add two, elevated "wishbone" tolled lanes which also would soar 40 to 50 feet above ground level are not a viable alternative. Like the original double decker design over Zilker Park and Lady Bird Lake, these alternative "double decked" lanes over MoPac will also be an eyesore, will create an austere and industrial feel in this area, and will almost certainly increase noise and light pollution directly to nearby parks and residential neighborhoods, including Rollingwood Park and the City of Rollingwood. Shifting the elevated toll lanes to the south will not improve or overcome all of the negative impacts that will result. In addition, this design will cost an additional $30 million over and above the two express lane design without elevated, tolled lanes and will not achieve any real benefit to justify either the financial cost or the significant impacts to the human and natural environment.

Throughout the initial MoPac South environmental planning process, the CTRMA has promoted its use of a "Context Sensitive Solutions (CSS) process" to ensure that "any mobility improvements not only meet the needs of the community they serve, but fit into the physical setting while reflecting the unique features and characteristics of the project area." According to the CTRMA's materials, CSS is a collaborative approach to develop transportation facilities that fit within its surroundings." In addition, the CTRMA touts that CSS "is an approach that **leads to preserving and enhancing scenic, aesthetic, historic, community and environmental resources**, while improving or maintaining safety, mobility and infrastructure conditions." (emphasis added). Both of the elevated toll lane proposals will directly conflict with the physical setting and destroy the unique features and characteristics of the project area. They will also diminish or destroy the scenic, aesthetic, historic, community and environmental resources of this special area. For these reasons, the CTRMA should not pursue either of the elevated toll lane proposals as a preferred alternative.

As we indicated in our previous correspondence, the City still believes that a "direct connect" to or from Cesar Chavez via elevated lanes will not improve traffic flow into or out of downtown Austin, or on MoPac, and has not been provided with any relevant 2040 traffic studies that demonstrate otherwise. Travis County and the City of Austin do not appear to have any plans to make improvements to Cesar Chavez, meaning a tolled "direct connect" to Cesar Chavez will likely only serve to increase traffic problems near Austin High School. In addition, the entire notion of elevated, tolled lanes directly connecting to Cesar Chavez appears to be contrary to the vision that the City of Austin has for the downtown area. The City of Austin has consistently promoted a denser downtown with an increased number of housing units in the urban core, while emphasizing walkability and bicycling. At the same time, the City of Austin has been reducing or eliminating the amount and availability of public parking in downtown Austin. With this in mind, it seems rather counterintuitive to put any priority on designing and potentially building elevated, limited access, direct connect toll lanes for private vehicle traffic to go directly downtown when the policy of the City of Austin appears to prioritize a reduction in the amount of private vehicles downtown.

The two express lanes alternative with no elevated, direct connect lanes to downtown is the best option that has been presented by the CTRMA.

The alternative which contains two express toll lanes each direction without "double decker" elevated lanes should be the preferred option at this time. It is the option which fully meets all of the MoPac South project "goals and objectives" while having the fewest adverse impacts to the human and natural environment. It will have significantly less impact to historic sites, Zilker Park, schools, and neighborhoods than either of the double decker options while still significantly improving travel times and capacity on our roadway with estimated 2035 travel times that are within minutes of either of the double decker options. This alternative will also undoubtedly result in significantly less public controversy and "push back" from nearby neighborhoods, businesses, and residents specifically because elevated freeway lanes are not part of the design.

This alternative is also fully consistent with the CAMPO 2040 Regional Transportation Plan. The CAMPO 2040 plan does not include the provision of direct, tolled access into downtown as a goal. Likewise, the provision of direct, tolled access into downtown is not part of the purpose or need for the MoPac South Project. In addition, this alternative is also more fiscally responsible because it will cost an estimated $30 million less than the elevated "wishbone" concept and an estimated $40 million less than the double decker over Lady Bird Lake concept, while achieving similar results in transportation efficiency. This alternative will provide tolled express lane users and emergency vehicles plenty of time and ability to safely maneuver and exit downtown.

In contrast to the alternatives which employ elevated toll lanes, the two toll lanes alternative without any elevated lanes much better meets the stated goals of the CSS process. This alternative will meet the needs of the Austin area community they serve, but also fit into the physical setting while reflecting the unique features and characteristics of the project area. In addition, this alternative does a much better job of preserving and enhancing scenic, aesthetic,

historic, community and environmental resources, while improving or maintaining safety, mobility and infrastructure conditions.

CAMPO and its consultants should use 2040 traffic data to analyze the alternatives and their impacts to the human and natural environment.

During this initial phase of this planning process for MoPac South, CTRMA and its consultants have used various different traffic studies to analyze the alternatives and forecast anticipated travel times. Most recently the CTRMA utilized a draft 2020 downtown study performed by the University of Texas to evaluate the various alternatives and forecast travel times. In addition, the CTRMA has at times been utilizing "2015 Bluetooth Data" provided by CDM Smith to evaluate the alternatives. We have serious reservations regarding the use of these studies to analyze the various alternatives. This is especially true in the case of the 2015 Bluetooth Data. This sort of data should not be utilized in any manner to analyze alternatives or forecast travel times because it is heavily skewed for a variety of reasons, not the least of which is the fact that the data is being gathered during a time in which significant traffic delays on MoPac South are being caused by the ongoing construction on the MoPac North Project.

In addition, the CTRMA has been using 2035 traffic data to analyze the alternatives and forecast travel times, which was evident at both the February 2015 Open House and at the November 2015 Open House. As noted above, the CAMPO 2040 Plan is now being utilized as the basis for the purpose and need for the MoPac South Project. As such, the analysis of the project should fully include all traffic impacts from all of the roadways contained in the CAMPO 2040 Regional Plan, including any roads which will serve to connect I-35 and MoPac. In addition, all analysis and forecasted travel times should employ the use of 2040 traffic data in order to be complete, accurate, and fully transparent to the public.

On a related note, the traffic data used on the "baseball cards" distributed by the CTRMA at the City of Rollingwood Workshop contained inaccurate information regarding travel times. The CTRMA staff and consultants initially speculated that the inaccurate information was likely the result of a rounding error, and then later indicated that it was likely an error that was made when the data was incorporated into the marketing and graphic materials.

High Occupancy Vehicle (HOV) and transit only lanes need to be studied and objectively evaluated.

The CTRMA has not done any evaluation regarding what the anticipated forecasted travel times would be for alternatives employing HOV, transit only lanes, or additional free lane capacity. The CTRMA has apparently based the decision not to analyze these alternatives on their position that no regional funding is available for this Project to provide free lanes. As noted above, the goals and objectives of the MoPac South Project are to ease congestion and provide relief for all roadway users. Under NEPA, the CTRMA should rigorously explore and objectively evaluate all reasonable alternatives, including alternatives employing HOV, transit only lanes, or additional free lane capacity. In addition, the CTRMA should devote substantial treatment in detail to each alternative that employs HOV, transit only lanes, or additional free lane capacity so that reviewers may evaluate their comparative merits against the other

alternatives that have been proposed. Finally, the alternatives which would employ HOV, transit only lanes, or additional free lane capacity should be included even if they are not within the jurisdiction of the CTRMA for funding or other reasons.

We therefore ask that the CTRMA rigorously explore and objectively evaluate alternatives employing HOV, transit only lanes, and additional free lane capacity. In addition, the HOV and transit only lanes should be compared with the toll and general purpose lane options as part of the environmental study. This is especially true in light of the fact that 2040 traffic data should be employed, and there now appears to be additional regional funding available to fund the construction of roads that are free to the public.

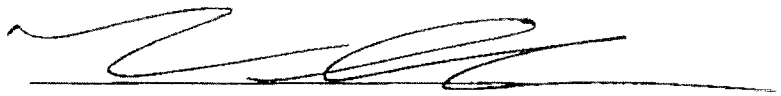
The City of Rollingwood supports a multi-use path on the west side of the MoPac access road.

The City fully supports the addition of a multi-use path to be located on the west side of the MoPac access road, from Lady Bird Lake to Barton Creek Mall. However, instead of the proposed 8-foot wide sidewalk, the City proposes the construction of a 11-foot wide multi-use path designed to accommodate both bicyclists and pedestrians, and which will seamlessly connect with Phase III of the MoPac bicycle and Pedestrian project.

Finally, we look forward to continuing to work closely with the CTRMA, as well as other state and local governmental officials and employees to fully participate in the NEPA planning process for the MoPac South Project.

Please continue to keep us informed about the next NEPA Technical Working Group meeting, as well as any additional Open Houses or other public meetings scheduled for this important Project.

Sincerely,



Thom Farrell, Mayor
City of Rollingwood

Debbie D.

I support the City of Rollingwood City Council position regarding the MoPac South project.

Nov. 19, 2015

Printed Name	Address	Signature
THERESA BRAWLEY	[redacted]	Theresa Brawley
Stacy Shapiro		Stacy Shapiro
Jessica Blacklock		
Lea'n Paulo		
Max Westbrook		
Bubba Atwell		Bubba Atwell
Debbie Dillion		
Russell Dillion		

ERIC #2

I support the City of Rollingwood City Council position regarding the MoPac South project.
Nov. 19, 2015

	Printed Name	Address	Signature
.	ERIC WATTS	[redacted]	
2	ROSE M TOVEY		
.	M. PHYLLIS BOURQUE		
4	Janet Justice		
-	RANDY FORTENBERRY		
6	Kate Traskey		
7	SANDRA COHEN		
8	Richard Wakeland		
		[redacted]	
1	Sharon McCallum		
0	Megan Kendrick		
	Dan Loeden		
2	Mary McMahon		
3	David Kimpel		
4	JIM J. HILL		
5	JAY HARVEY		
6	Teresa Jones		
7	Hunter Jones		

I support the City of Rollingwood City Council position regarding the MoPac South project.
Nov. 19, 2015

Printed Name	Address	Signature
D. Genie Nyer	[redacted]	Genie Nyer
LOREN NYER		Loren Nyer
Naghmeh Shirazi		Naghmeh Shirazi

City Hall

I support the City of Rollingwood City Council position regarding the MoPac South project.
Nov. 19, 2015

Printed Name	Address	Signature
Julie Buch	[redacted]	
Marie Downs		
Monica Cation		
Michael Cation		
Joanne Parker		
Rick Fisher		
BARBARA FISHER		
SARA HUTSON		
Lisa Kirkpatrick		
Martha Todd		
Jodi Klocek		
Roxanne McKee		
Russell Balcerowicz		
3)		

I support the City of Rollingwood City Council position regarding the MoPac South project.

Nov. 19, 2015

Jim

Printed Name	Address	Signature
Wendi Hundley	[redacted]	Wendi Hundley
[illegible]		[illegible]
Charles Wenzel		Charles L Wenzel
[illegible]		[illegible]

Marilee

I support the City of Rollingwood City Council position regarding the MoPac South project.
Nov. 19, 2015

Printed Name	Address	Signature
Marilee Ertel	[redacted]	
Karen R King		
Robert D. King		
Laurence Proedl		
Arno Proedl		
CINDY YOUNG		
Leslie Davis		
Victoria Johnson		
KEN JOHNSON		
Laila Scott		
Jordan Scott		
Katie Farmer		
TIM TARKER		
Owen Brainard		
Sally Brainard		
Cindy Hause		
LINDA METRICK		
Lee Metrick		
Amy Pattillo		
JON PATTILLO		
		C. R. LINTON
JOHN EITER		

Shelly

I support the City of Rollingwood City Council position regarding the MoPac South project.
Nov. 19, 2015

Printed Name	Address	Signature
Dawn Bain	[redacted]	
Gary Grossenbacher		
MERLIE MORALES		
Karen Ascue		
DAVID BAIN		
Marie I Immermann		
Barth Timmermann		
7)		

Ann

I support the City of Rollingwood City Council position regarding the MoPac South project.
Nov. 19, 2015

Printed Name	Address	Signature
Lee Alberti	[redacted]	
Ann Bernard		
David Lack		
Patricia Newton		
Marsha Dyson		
Wendy Wong		
CARLOS TIRADO		
CHRISTOPHER WALK		
1) Tollie Bernard		

Ann #2

I support the City of Rollingwood City Council position regarding the MoPac South project.
Nov. 19, 2015

Printed Name	Address	Signature
Sandra L. Keller	[redacted]	Sandra L Keller
Barbara Legge		BG
Beth Kuffler		BJC
Alex Rosinette		
Jaki Howard		Jaki Howard
DEBBIE ARNOW		
Richard Noster		

Annie #2

I support the City of Rollingwood City Council position regarding the MoPac South project.
Nov. 19, 2015

Printed Name	Address	Signature
Don Harris	[redacted]	Don Harris
Diana González		
Christina Wadsworth		
Leigh Stein		
GERDA COETZEE		
THEUNIS COETZEE		
TONY STEIN		
Annie COURTney		
CHRIS COURTNEY		
Karen Nalle		
Meredith Stanford		
Vaughan Stanford		
Kristina Gomez		
Maria Gomez		
Alison Acton		
Chris Acton		
Marissa Mireur		
Jason Haddock		
Michelle Garner		
Craig Rones		
1) Lynn Mazeitas		

Russell + Shameera

I support the City of Rollingwood City Council position regarding the MoPac South project.

Nov. 19, 2015

Printed Name	Address	Signature
Shameem Hinds	[redacted]	
KATHRYN D. HIBBS		
Minor Fulcher		
Susan Oliverez		
Vanessa MacDougal		
Kelli Lovelady		
KYLE LOVELADY		
Wariya Erez		
Lindsey Snyder		
Jennifer Schneider		
Stacy Monroe		
Jean Gisou		
Xavier Gisou		
Rod Newlin		
Angela Fulcher		
CAITLIN GIESLER		
(17) ERIC GIESLER		

Russell + Shannon

I support the City of Rollingwood City Council position regarding the MoPac South project.
Nov. 19, 2015

Printed Name	Address	Signature
Russell Hinds	[redacted]	
[illegible]		Phillip McDuffee
KEE CASTALDI		Kee Castaldi
Frank Castaldi		
PAM RABON		
JACK DE LIMA		
Jim Bettis		
Lee Lynch		
Jacqueline Benit		
Manuel Rosso		
Jacqueline Rosso-B		
Erin Pennington		Erin Pennington
KIRK HUNTER		
Nowes Gardeman		
Bob Russell		Bill Russell
NASH CHARRISON		
Charles Wa		
TERESA Kelly		
Mike Kelly		
[illegible] Bates		
[illegible]		
Colleen Travis		
Justin Lane		
BILL McATEE		Billy K McAfee
Laura Hirschfeld		
ISAAC HIRSCHFELD		
Rob Hirschfeld		

I support the City of Rollingwood City Council position regarding the MoPac South project.
Nov. 19, 2015

Printed Name	Address	Signature
Jean Girou	[redacted]	
Whitney Russell		
Sarah Warner		
John O'Neal		
Gayle Starnes		
Steve Barta		
WALLACE DYER		
BLAKE WEST		
Phyllis City		
Ben Farber		

I support the City of Rollingwood City Council position regarding the MoPac South project. Patsy #1
Nov. 19, 2015

Printed Name	Address	Signature
Chris Hempel	[redacted]	
Vicki B Hempel		
Patsy Rider		
Amanda Torres		
JAY DAVIS		
DAVID SAVAGE		
CATARINE SAVAGE		
TYLER GAFFNEY		
Ellin Wilson		
Clark Wilson		
Tricia Dopkins		
Eric Dopkins		
Richard Harris		
Karen Harris		
Meg Diehl		
John Diehl		
Peter Cooley		
[illegible]		
[illegible]		
Susan Ashworth		
DUNCAN ASHWORTH		
Brian Alden		

22

Christi

I support the City of Rollingwood City Council position regarding the MoPac South project.
Nov. 19, 2015

Printed Name	Address	Signature
Christi Savarese	[redacted]	
Ralph Sokel		
Carol Sokel		
Susanna Murray		
Jake Sherman		
MIKE SAVARESE		
Mark Leaverton		
Vicki Leaverton		
ELIZAbeth Obe		
DAVID Hedrick		

Krista #2

I support the City of Rollingwood City Council position regarding the MoPac South project.
Nov. 19, 2015

Printed Name	Address	Signature
Josette Ballew	[redacted]	
Diane Dillard		
JANICE JOHNSON		
Shyi An		
Tarsy Madrid		
SIMON HOLLAND		
TORYE KAMBE		
Maria Rodriguez		
1) Jon Hundley		

I support the City of Rollingwood City Council position regarding the MoPac South project.
Nov. 19, 2015

Printed Name	Address	Signature
Lilly W. Henkery	[redacted]	
Carolyn Malik		
~~JERRY FLEMING~~		
Jennifer Marin		
Deborah Wilson		
Jennifer Hill		
Kimberly Robinson		
Shetmila Jayachandran		
Shelly Ruff		
Kristin Sargent		
Leslie Zachary		
Andrew Zachary		
MARIA ABERNATHY		
Mary TICKER		
V. Jayakumar		

Kelly

I support the City of Rollingwood City Council position regarding the MoPac South project.
Nov. 19, 2015

Printed Name	Address	Signature
PHILIP DIXON	[redacted]	P Dix
Sarah Borders		
Alison Frey		
Dana Hollingsworth		Dana L. Hollingsworth
KELLY DIXON		

I support the City of Rollingwood City Council position regarding the MoPac South project. Jules

Nov. 19, 2015

Printed Name	Address	Signature
Jules Elkins	[redacted]	
Lisa Uecker		
Gregg Uecker		
Linda Hughes		
Ashley Horne		
Nicole David		
Amy Imes		
Mike Fitzgerald		
Cristina Feldott		
Bill Feldott		
Doris Swann		
Jorge L Bacon		
Jaime Medina		
Jessica Graham		
Elizabeth Kelly		
Harvey Sussman		
Sandy Sussman		
Polly Weiss		
Ellen B. Kreitler		
Charles Kreitler		
Steven Rubin		
22 Kristina Schieman		

Karla

I support the City of Rollingwood City Council position regarding the MoPac South project.
Nov. 19, 2015

Printed Name	Address	Signature
KARLA BASHAM	[redacted]	
JOHN L. STAHA		
CAROL K. STAHA		
DALE L PETERSEN		
Janis J. Irvin		
B Chumney		
Laura Avery		
Kelli Petrik		
Kerric Pennington		
DUKE C. [illegible]		
Jenny Dupler		
Bethina Butcher		
3) Catherine Horne		

Cyrus + Catherine

I support the City of Rollingwood City Council position regarding the MoPac South project.
Nov. 19, 2015

Printed Name	Address	Signature
J. H. MARION	[redacted]	J. H. Marion
Larry Hauser		
SANDRA HAUSER		Sandra Hauser
Catherine Harris		Catherine Harris
Rhett Bigham		
Debra Bigham		
Liz Tuffli		

Jim + Catherine

I support the City of Rollingwood City Council position regarding the MoPac South project.
Nov. 19, 2015

Printed Name	Address	Signature
JAMES L. HARRIS	[redacted]	
SR Fernandes		
JF Fernandes		
4) Bob Sims		

I support the City of Rollingwood City Council position regarding the MoPac South project.
Nov. 19, 2015

Printed Name	Address	Signature
LINDSAY SMITH	[redacted]	
[illegible]		
G. Rian Girsemer		
Linda Barstow		
Trent Marino		

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 10:40:17 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Stephen L. Clark
[redacted]
11/19/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Margot Clarke

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

I won't bother to say that building CTRMA's tolled MoPac west loop will ruin Austin, even though that is NOT hyperbole.

I simply want to emphasize that we already have a tolled expressway as alternate for IH-35. That bypass, that carries public money debt, could be paid off. I've been told for less than $1 billion. If that is incorrect, tell us. But no matter what, that option and others must be discussed honestly (that ought to go without saying).

I find it difficult to believe that the quality of the capital of Texas itself, not to mention the quality of life here, can be considered so unimportant in these plans. Frankly, it seems that CTRMA does not feel obligated to do any consideration at all, except for where the next toll project is. And honesty about the west loop off of IH-35 definitely being the real plan would at least be refreshing.

Margot Clarke

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 4:05:39 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Amanda Clements
[redacted]
11/19/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 12:15:52 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Amelia Cobb
[redacted]
11/20/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Jeff Coddington [redacted]
Sent: Wednesday, November 18, 2015 1:29 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Jeff Coddington
[redacted]

From: Austin Chamber of Commerce on behalf of Buck Cody
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 8:04:07 PM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Buck Cody
[redacted]

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 South
November 13, 2015 at 8:24 AM
[redacted]

Name: Gerda Coetzee

Email Address: [redacted]

Subject: MOPAC/LOOP 1 South

Message: Dear CTRMA staff and Board members,

I am begging you to please, please please NOT build any double decker or elevated lanes or wishbone bridges over Mopac or Lady Bird Lake. I feel that double deckers and elevated lanes will destroy our beautiful river and parks area!

If toll lanes must be built, I strongly urge you to choose the 2-toll-lane each direction WITHOUT elevated lanes* option that has the lowest impact to the park, lake and neighborhoods, but will improve travel times and capacity within 3-5 minutes of the elevated options!

Thank you.

Sincerely
Gerda Coetzee

(Sent via

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Hanna Cofer

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

If you build it, they will come - we would be forfeiting green space (and recreation areas (and funding that could be going towards a solution that works) for a system that would reach capacity and increase traffic in the long run.

The citizens of Austin do not want this - voters and taxpayers don't want an expensive, destructive "solution" that does not work. We don't want to lose the gem of the city, Barton Springs, to highway pollution, to lose the wildflower center to traffic congestion.

PLEASE - don't let Mopac become IH35 - make SH130 free, add smart lanes. Fix IH35

I am 29 years old - please don't leave me to inherit a broken system that will lead to the destruction of what I love in this community; give us real options and let my generation have a say in what happens to our community.

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 4:00:19 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Rick Cofer
[redacted]
11/20/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 12:46:42 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Gail Coffee
[redacted]
11/20/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 11, 2015 2:40:26 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Judy Coffin
[redacted]
11/11/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 1:45:17 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. The worse the traffic is on the free lanes, the more money the toll operators make. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

SH 130 was built to relieve traffic on I-35. Make it function as intended. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Laurie Coffin
[redacted]
11/20/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Steven Cogburn [redacted]
Sent: Friday, November 20, 2015 4:16 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 20, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Steven Cogburn
[redacted]

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 3:51:02 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Jeff Cohen
[redacted]
11/20/2015

Honorable Thom Farrell, Mayor, & Members of the Rollingwood City Council

RE: Please take action oppose tolled, elevated lane expansion of Mopac and the connection of South Mopac to Interestate 35

Dear Mayor Farrell and Members of Council:

Please take action to oppose both the expansion of Mopac with tolled and elevated lanes and the connection of South Mopac over to Interstate 35 with the proposed SH 45 SW toll road. With limited access at the south end, Mopac currently serves local commuters. If South Mopac is expanded and connected to I-35, it will be converted from serving local commuters into an alternate I-35 serving long-distance, inter-regional car and truck traffic. This would make traffic on Mopac worse, not better for current Mopac commuters, including Rollingwood residents.

Thank you for your consideration.

Signed: Sandra Cohen

Printed Name: SANDRA COHEN [redacted]

Address: [redacted]

From: Austin Chamber of Commerce on behalf of Ed Collins
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 11:33:25 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Ed Collins

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Monday, November 16, 2015 7:08 PM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#396]

Name * Richard Collins

Email * [redacted]

Address [redacted]

Message *

Hello: I attended the open house at Mopac South at Hill Country middle school but was unable to attend the open house at parmer event center. It seems that the central texas mobility authority is determined to build tolled express lanes to penalize people who drive downtown to work. Texas has been for years (up until 2000) a model for their excellent Freeway system. Then in 2000; Tdot shifted their focus to toll roads Andarza least in travis & williamson county, the majority of new roads have been tow roads. I do not agree with the central texas regional mobility conclusion that widening mopac with additional lanes would not help the traffic congestion problem. If we are to have an express lane, then have an express lane reserve for high occupancy vehicles. I strongly oppose toll lanes on mopac south but encourage Adding more free lanes. If tx dot & the texas regional mobility authority can't do that now, then I advocate leaving mopac alone until this state has the funds to expand mopac with more free lanes. Thank you.

From: Austin Chamber of Commerce on behalf of Spencer Collins
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 3:03:39 PM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

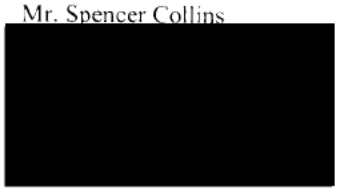
Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Spencer Collins



From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Monday, November 09, 2015 7:15:16 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Mercedes ColÃ³n
[redacted]
11/10/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Katie Comer [redacted]
Sent: Friday, November 20, 2015 3:16 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 20, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Katie Comer
[redacted]

From: Austin Chamber of Commerce on behalf of Brad Compere
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Monday, November 09, 2015 11:10:59 AM

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

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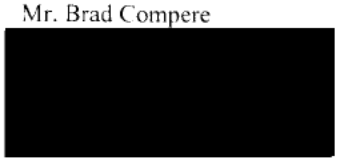
Sincerely,

Mr. Brad Compere



From: Austin Chamber of Commerce on behalf of Carl Condon
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 1:33:33 PM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

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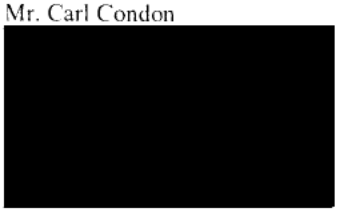
Sincerely,

Mr. Carl Condon



COMMENTS ON VIRTUAL OPEN HOUSE

Kevin	Conrad	11/6/15	I spend 1.5 to 2 hours daily sitting in traffic on Mopac, travelling back and forth from my home just past the southern terminus of Mopac and my office at Mopac and Spicewood Springs. It's been frustrating to see the amount of cars/traffic increase exponentially every year, with little solution to address Austin's Southwestern growth. I see millions of dollars being spent on ridiculous bicycle lanes which do nothing to address the major issues of vehicle traffic in this City. If Austin wants to be a "World-Class City", then make the proactive decision to address one of (if not) the biggest negatives of this City. The Mopac South plan should include two lanes in each direction for the entire length of Mopac, with connections to downtown. It's time to help the car-driving majority of this town. Get it right the first time.

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Monday, November 02, 2015 3:18 PM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#371]

Name * Renae Conrad

Email * [redacted]

Message * The only improvements that I support for mopac ate adding a lane in both directions. I AM COMPLETELY AGAINST ADDING AN UPPER DECK OR ANYTHING ELSE.

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: NICK CONSTANT

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

STUDY ALL OF IT BEFORE BUILDING ANY OF IT.

FREE SH130 TO FIX I35, DO NOT BREAK MOPAC TO DO SO.

From: Austin Chamber of Commerce on behalf of Bette Cook
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 12:03:38 PM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

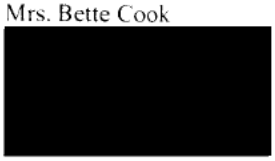
Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Bette Cook



From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Sunday, November 08, 2015 7:25:17 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route.

The current, piecemeal approach covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

Sincerely,
Christopher Cook
[redacted]
11/09/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 4:25:35 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Gary Cook
[redacted]
11/18/2015

From: Austin Chamber of Commerce on behalf of Jason Cook
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 2:33:40 PM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

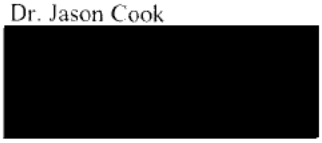
Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Dr. Jason Cook



From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 1:10:37 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

I would like to the money that is going into this to be used for creating public transportation. It is aburd that we have so little options for public transportation in a city as big as Austin.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Mary Cook
[redacted]
11/18/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 12:55:40 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Thomas Cook
[redacted]
11/20/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 5:20:30 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Frank Cooksey
[redacted]
11/20/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Bill Coon [redacted]
Sent: Friday, November 20, 2015 2:46 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 20, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Bill Coon
[redacted]

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 12:00:20 PM

Dear TxDOT and CTRMA officials:
I have been an Austin resident since 1957. Please do not turn our system into one existing in LA and Honolulu. There are much better routes than the proposed. I love Austin. Is this all about following the path of the money? Thank you for listening. CC Cooper

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
charlyne cooper
[redacted]
11/19/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Marjann Cooper [redacted]
Sent: Wednesday, November 18, 2015 10:00 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Marjann Cooper
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Michael Cooper [redacted]
Sent: Friday, November 13, 2015 3:21 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 13, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Michael Cooper
[redacted]

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 04, 2015 10:20:15 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Stacy Coplin
[redacted]
11/05/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 11:30:42 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
robert corbin
[redacted]
11/19/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: ROBERT CORBIN

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

Your South Mopac plans are like out of the middle age here in our "high tech" city. Lots of alternate lower cost plans seem very possible but not being considered. Like high tech bus service (could be free service) like high tech (uber-like) ride sharing technologies - like high tech self-driving electric pod-like vehicles.

We don't want any more lanes added to South Mopac - we want serious low-cost high-tech solutions. Make the right move by doing/building no more concrete lanes.

Thank you Robert Corbin

Nov 9, 15

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Joshua Corbitt [redacted]
Sent: Tuesday, November 10, 2015 9:13 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 10, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Joshua Corbitt
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of James Cornetet [redacted]
Sent: Tuesday, November 17, 2015 2:01 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 17, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. James Cornetet
[redacted]

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 11:30:14 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.
I HAVE FOLLOWED THE MOPAC "IMPROVEMENTS" FOR A COUPLE OF YEARS NOW. PEOPLE IN MY AREA (SOUTH MOPAC/CIRCLE C) DESPERATELY NEED TRAFFIC RELIEF ON MOPAC AND THE IMPROVEMENTS WOULD BE WELCOME IF THEY WERE BEING DONE TO RELIEVE EXISTING TRAFFIC. BUT THEY ARE NOT BEING DONE TO RELIEVE EXISTING TRAFFIC, RATHER THEY ARE BEING DONE TO INCREASE CAPACITY SO THAT I-35 TRAFFIC CAN TURN MOPAC INTO AN I-35 WESTERN LOOP.
THERE ARE ALTERNATIVES THAT HAVE BEEN IGNORED BECAUSE CTRMA WANTS TO BUILD PROFITABLE TOLL ROADS. I-35 TRUCK TRAFFIC COULD BE FORCED TO USE SH130.
THESE AND OTHER ALTERNATIVES NEED TO BE STUDIED.
BUT MOST OF ALL, THE IMPACT OF ALL THE PROPOSED MOPAC IMPROVEMENTS PLUS SH45-LINKING-TO-I35 NEEDS TO BE STUDIED AS A WHOLE, NOT PIECEMEAL AS IF THE PROJECTS HAD NOTHING TO DO WITH EACH OTHER.

RELIEVING TRAFFIC ON MOPAC IS NOT DONE BY BRINGING IN MORE TRAFFIC.

THANK YOU FOR INCLUDING THIS IN THE OFFICIAL COMMENTS.
CLAUDIA CORUM
CIRCLE C RESIDENT

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing,

and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Claudia Corum
[redacted]
11/20/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Claudia Corum

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

I have attended CTRMA workshops over + over, for years. We are presented with big maps with roads going through them. All portrayed in small, piecemeal projects — the underpasses @ LaCrosse and Slaughter, the toll lanes from Davis to downtown, SH 45, etc.

These silo-ed projects are not to alleviate present congestion — they are all part of a huge loop project to facilitate traffic — 1000's of cars, from I-35.

People living on the beleaguered Brodie lane have been exploited as part of the plan to sell SH45SW. There have been no alternatives studied or suggested to them to alleviate their traffic, some of which comes from Hayes Co.

There are alternatives — simple, less costly and certainly more rational than trying to alleviate MoPac traffic by bringing in more traffic.

From: Austin Chamber of Commerce on behalf of Douglas Cotner
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Monday, November 09, 2015 9:40:13 AM

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

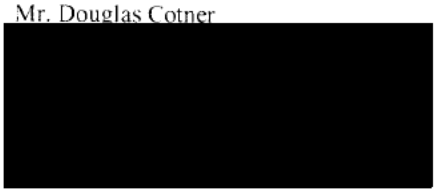
Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Douglas Cotner



John Whitfield

From: Austin Chamber of Commerce [redacted]
Sent: Thursday, November 19, 2015 8:01 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Incerely,

Mr. Josh Coulter

From: Austin Chamber of Commerce on behalf of Rachel Coulter
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 11:33:26 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

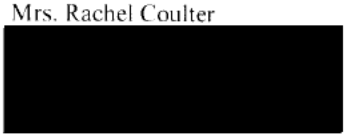
Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Rachel Coulter



MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the "2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

Annie Courtney

Annie Courtney [redacted]

Printed Name Address

Additional Comments:

We need improvements, but I'm opposed to double-decker Lanes. It will bring too much noise and light into the Rollingwood neighborhood. This creates a negative aspect to →

our neighborhood. We will support a plan where elevated structures are not included.

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

CHRIS COURTALEY [redacted]

Printed Name Address

Additional Comments:

PLEASE DO NOT PUT IN ELEVATED TOLL LANES. IT WILL CREATE THE LOOK OF AN INDUSTRIAL DOWNTOWN, WHICH WILL AFFECT OUR NEIGHBORHOOD NEGATIVELY. IT IS A LESS EXPENSIVE PROJECT AS WELL.

Honorable Thom Farrell, Mayor, & Members of the Rollingwood City Council

RE: Please take action oppose tolled, elevated lane expansion of Mopac and the connection of South Mopac to Interestate 35

Dear Mayor Farrell and Members of Council:

Please take action to oppose both the expansion of Mopac with tolled and elevated lanes and the connection of South Mopac over to Interstate 35 with the proposed SH 45 SW toll road. With limited access at the south end, Mopac currently serves local commuters. If South Mopac is expanded and connected to I-35, it will be converted from serving local commuters into an alternate I-35 serving long-distance, inter-regional car and truck traffic. This would make traffic on Mopac worse, not better for current Mopac commuters, including Rollingwood residents.

Thank you for your consideration.

Signed:

Printed Name: Chris Courtney

Address: [redacted]

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 5:50:27 PM

Dear TxDOT and CTRMA officials:

Instead of altering this message from it's format, I read through it. I'm sure you have read one similar to it. I completely agree with all that is stated in this letter.
Please continue reading past my signature. Having been in a number of other cities recently, I have seen what HOV lanes can do to help the flow of traffic. Please look at this project as a whole, instead of piecemeal.

-Cynthia Coward
Concerned driver in SouthWest Austin

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Cynthia Coward
[redacted]
11/20/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 2:50:23 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Elizabeth G. Craig
[redacted]
11/18/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 1:40:12 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Firstly, out of the 6 options presented, "we want none of these options." Speaking as an individual and as a Partner in Go Local Austin, representing hundreds of local business owners who are critical to the success of Austin.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Peter Craig
[redacted]
11/18/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: RICHARD CRAIG

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

PLEASE DON'T ADD TOLL LANES OR AN ELEVATED SECOND DECK TO MOPAC SOUTH AND THE MOPAC BRIDGE.

THIS WILL RUIN OUR LAKE FRONT AND ZILKER PARK.

WE HAVE LOST SO MUCH ALREADY TO HEEDLESS GROWTH AND POOR PLANNING.

DON'T ADD THIS TOLL PLAN MONSTROSITY TO THE MOUNTAIN OF MISTAKES TX DOT HAS MADE ALREADY.

KEEP MOPAC LOCAL!

SINCERELY,
RICHARD CRAIG
CHAIR
PEASE PARK CONSERVANCY
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Patrcia Crawford [redacted]
Sent: Monday, November 09, 2015 5:12 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Patrcia Crawford
[redacted]

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Lauren Cresswell

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

I am deeply concerned by the proposals for South Mopac, especially when TxDOT acknowledges in their ~~2015~~ 2015 - 2019 Strategic plan that this region cannot build its way out of congestion. CTRMA needs to be truthful about the plan to connect Mopac to I-35, to induce greater congestion, while [redacted] tolls are too high for most to afford. I do not support this plan in any form, nor do I appreciate CTRMA packaging this plan as being friendly to transit simply because city buses (NOT van pools or school buses) will be able to ride for free. There needs to be investment in transit infrastructure to improve service for those areas that are using Mopac as a local commuter highway. It is within CTRMA's purview to make transit investments. I do not support any plan that calls for new highway infrastructure. We ~~not~~ need to use the infrastructure we already have in a more efficient way.

I do not support ~~a~~ expansion or new highway lanes through parkland, ~~s~~ environmentally →

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Lynn Crismon [redacted]
Sent: Monday, November 09, 2015 5:54 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Dr. Lynn Crismon
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 9:05:10 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Ren Crochet
[redacted]
11/19/2015

From: Austin Chamber of Commerce on behalf of Mike Crockett
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 2:03:41 PM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

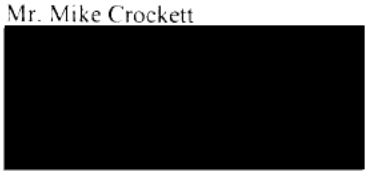
Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Mike Crockett



From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 12:00:25 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Grant Cross
[redacted]
11/18/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 7:50:19 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Susan Crossland
[redacted]
11/20/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Nelson Crowe [redacted]
Sent: Monday, November 16, 2015 7:28 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 16, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Nelson Crowe
[redacted]

From: Mopac South Contact Form
To: dheath@mobilityauthority.com; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#410]
Date: Friday, November 20, 2015 4:57:25 PM

Name *	CS Cruz
Email *	[redacted]
Address	
Message *	I and our neighbors in the Allendale Area of Austin would like to express our concern over the amount of "public" roads that are being considered to being converted to privately funded " tolled" roads especially since these roads have already been built and maintained with our hard earned tax dollars. We are all looking for more information about this process and we are grateful for the opportunity to share our thoughts and ideas with you during this planning phase of the projects for MoPac.

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, October 28, 2015 12:40:13 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Melissa Cubria
[redacted]
10/28/2015

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Wednesday, November 04, 2015 12:42 PM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#376]

Name * Melissa Cubria

Email * [redacted]

Address

Message * I would like to coordinate a briefing with CTRMA officials to discuss the SH 45 SW project.

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Sunday, November 08, 2015 9:05:14 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Gary Culpepper
[redacted]
11/09/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Tuesday, November 10, 2015 10:40:16 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

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The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

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Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Leslie Currens
[redacted]
11/10/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Sunday, November 08, 2015 12:50:12 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Nobody wants an ugly bridge over lady bird lake that will take away from our beautiful city. Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

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As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Justin Custardo
[redacted]
11/08/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, October 23, 2015 5:55:35 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

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In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

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Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Simone Dail
[redacted]
10/23/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 3:30:38 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Randy Dalton
[redacted]
11/18/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 5:20:15 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Mary Damron
[redacted]
11/19/2015

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): Lauren Dotres

ADDRESS: [redacted]

COMMENTS: I am a senior from Austin High School. Although the plans won't directly affect me after next year, I still came to see what the plan was that is causing such an uproar at my school. I can honestly say from a brief glance that the plans do not seem that bad, and that the planners are responding very well to criticisms and concerns raised from the community.

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

☐ I am employed by TxDOT

☐ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

[redacted]

321

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Lauren Dates

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

Many people are worried that that the current proposed options will divert traffic from I-35 to mopac, which will end up increasing traffic. They suggested better, non-tolled options that they claim are being ignored. Even though there will be revenues made from making these expansions toll roads, they will only pay for a fraction of the cost of their construction. There are also concerns about building on/near the watersheds that protect Barton Springs and the enviroment, which need to be addressed for the health of the community. A non-constructional solution could be removing tolls from SH 130, which will appeal to interregional traffic & reduce traffic off of I-35, and in turn make the current suggested plans more plausable.

COMMENTS ON VIRTUAL OPEN HOUSE

Nicole	David	11/20/15	Dear CTRMA Staff and Board Members, In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial. The tall walls that have been recently erected are eyesore enough. If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options. The 2-lanes each direction without elevated lanes provides consistency with local plans for park land use because it has the least impact to the park land. Adding elevated lanes damages Austin's parks, restricts community members who use the open spaces, and damages neighboring neighborhoods. I request CTRMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review because the project will significantly impact land over the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Austin High School and City of Austin and City of Rollingwood surrounding neighborhoods. Please ensure the plan you choose support our public parkland use, green spaces and community values. Sincerely, Nicole and Delu David

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Kelly Davis

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

The DK proposed "alternatives" do not vary enough. They're all variations of 1 proposal — adding lanes that are tolled.

Do not build a double deck bridge over MoPac. This will have significant negative consequences for Zilker Park, Lady Bird Lake, the Hike & Bike Trail, the Botanical Gardens, the Austin Nature & Science Center, & Austin High School.

TxDOT should use recently approved funds to pay off SH 130 debt & have SH 130 function as it was intended — as an eastern bypass for I-35 north-south traffic.

Conduct a comprehensive study of the environmental impacts of the connected series of road projects — MoPac South, Mopac Intersections, Mopac Improvement Projects, SH 45 SW from Mopac to 1626, and SH 45 SW from 1626 to I-35. The projects are connected geographically, temporally, and by their stated (in large part) in the Edwards Aquifer/Barton Springs Recharge Zone.

Many citizens, including myself, are skeptical of the conclusions stated in the executive summary of the downtown traffic study. Lamar, Guadalupe and 5th/6th Streets should not be the only east/west routes that are studied. The focus will be a concept of direct connectors that cars will disperse through the rest of the downtown network. Downtown during rush hour cannot accommodate more traffic. Projects designed for single-occupancy vehicles will only perpetuate congestion.

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Sara Davis

Address: [redacted]

[redacted] Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

1. Please publicize and study the entire project's scope - to connect Mopac with I-35 before beginning to build ANY of the project.
2. Utilize new funding for non-tolled options.
3. Pay off 130 to make it the I-35 bypass it was intended to be.
4. If tolling is done, make it FIXED tolls, not "dynamic."

Sara Davis

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 12:25:39 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Sara Davis
[redacted]
11/20/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Sara	Davis	11/20/15	Please do not implement any toll lane alternative on south MoPac, at least not any that include "express Lanes" with "dynamic pricing" to discourage drivers from using the new lanes and cramming more people onto the existing lanes (or fewer lanes than currently exist). Please use the funding recently approved by voters to pay off I-30 to either eliminate or reduce tolls on that road to make it actually the I-35 bypass it was intended to be. DON'T extend MoPac to Slaughter with the intention of further extending it to I-35 in the future without thoroughly studying the impact of that on the entire road. Don't allow 18-wheelers on MoPac. Sincerely, Sara Davis

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Monday, November 09, 2015 2:20:22 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
TAMMY DAVIS
[redacted]
11/09/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Peter Dawson [redacted]
Sent: Friday, November 13, 2015 8:22 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 13, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Peter Dawson
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 5:35:16 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
RUTH DAWSON
[redacted]
11/19/2015

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): Joanne Day

ADDRESS: [redacted]

COMMENTS: Go back to the drawing board. These options do not need to be so complex. Express tolls as will only be used by people who can afford $3 peak hour fee for the 8 miles stretch. We would be better served by more park & ride / bus options; restripe South MoPac to add HOV lanes. Make SH 130 free - no tolls to relieve congestion ~~too~~ on IH35 - ~~to~~ shifting the regional traffic off these would also relieve traffic on MOPAC. Do not connect IH35 & MOPAC via SH45. These options will be smart. Can Oxen for central Austin - Stand still - clusters...

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

☐ I am employed by TxDOT

☐ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

[redacted]

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Joanne Day

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

More toll roads are not the answer to alleviate Austin's Traffic woes. As more people (and businesses) locate here traffic congestion increases. The South MOPAC tollway will not reduce this congestion. CTRMA has stated that these plans are not offered to relieve congestion only options to allow some traffic to flow at a faster rate only if you can afford to pay for it. We need to think outside the box on getting traffic moving in Austin. We need a complete study on all TOLL projects for Austin before you start building any more pieces. Let's phase off SH130 - get rid of the tolls on just trucks on IH35. Re stripe South Mopac to get HOV lanes. Add more park n rides. Add ~~Express~~ Bus routes. Add metro rail. Bring Back the Dillos. There are so many options we could use. No toll roads. No tolled by pass of IH35 by connecting mopac to IH35 via SH45. Shifting traffic from one highway to another will not improve traffic congestion in the region. Get people out of their cars. That is the only way to reduce traffic congestion.

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, October 22, 2015 2:25:22 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely, Kim Dean

Sincerely,
Kim Dean
[redacted]
10/22/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Kim Dean

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

1) Please study all ~~(3)~~ options before building anything. Consult other cities of similar size & issues.

2) Make 130 & 45 free to encourage drivers to use them.

3) Paint rush hour HOV lanes on Mo-Pac.

From: Austin Chamber of Commerce on behalf of Elsa Decker
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 12:03:39 PM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Elsa Decker

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 9:55:45 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Paul DeGroot
[redacted]
11/20/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 9:00:17 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Lorraine DeHaas
[redacted]
11/19/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Robb DeJean [redacted]
Sent: Friday, November 20, 2015 5:16 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 20, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Robb DeJean
[redacted]

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 SOUTH
November 19, 2015 at 11:26 AM
[redacted]

Name: Jade DeKinder

Email Address: [redacted]

Subject: MOPAC/LOOP 1 SOUTH

Message: Dear CTRMA Staff and Board Members,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over Lady Bird Lake. Elevated lanes will impact the beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose support our public parkland use, green spaces and community values.

Sincerely,

Jade DeKinder

(Sent via

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 9:50:36 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Erin Dempsey
[redacted]
11/20/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 10:00:16 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Mike Dempsey
[redacted]
11/20/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Noah	Deneau	11/20/15	On the southbound frontage road north of 290, please extend the proposed shared-use path down to Southwest Parkway, and ideally all the way across 290 to Target. This would be a big help to cyclists and pedestrians heading west Mopac. I sometimes commute by bicycle through there, and the disappearing shoulder on the frontage road approaching Southwest Pkwy is the worst part. A shoulder or side path would be a huge help.

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Ann Denkler

Address: [redacted]

[redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

Fix IH-35 first!

Free tolls on 130 - it's already built!

~~Toll lanes~~

~~(IH) lanes should be used for~~

Why can't Cap Metro buses use express lanes (toll lanes) for free? This should be something allowed to encourage transit & free up capacity.

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Saturday, October 24, 2015 10:55:18 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Pete DeWeese
[redacted]
10/25/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Saturday, October 24, 2015 8:30:17 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Vicki DeWeese
[redacted]
10/25/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Linda	Dickens	11/20/15	I oppose elevated lanes on MoPac. I oppose toll lanes on MoPac. Please find better solutions by conducting more thorough environmental impact assessments.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Wesley Dickerson [redacted]
Sent: Thursday, November 19, 2015 2:24 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Wesley Dickerson
[redacted]

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 9:35:21 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Comments for MoPac South Environmental Study- Open House Public Comment Period

Dear CTRMA Board members, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South MoPac expansion toll loop as the real project that is currently being unfairly pushed, piecemeal, onto the Austin community and current MoPac commuters. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to a major interstate thoroughfare.

We are proposing that a comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45 SW/South MoPac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase 1 of SH 45 SW.

In the interim, please prioritize making Highways 71 and 183 South; and the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on these routes.

Because of the limited access at the south end, MoPac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand MoPac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert MoPac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic which would rip through the heart of Austin and damage the lifestyle of the neighborhood people.

The proposed plan would essentially convert it to "MoPac Interstate 35 West." Thus, MoPac would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while locals would suffer from costly tolls, and even worse congestion than today.

With the current plan, inter-regional and interstate truck and auto traffic would make its way through our most environmentally sensitive areas in the heart of Austin Neighborhoods. It would direct heavy traffic over the Edwards Aquafer recharge zone, the Flint Ridge Cave recharge zone, over our most cherished recreational areas like Zilker Parkland, over Barton Creek and Barton Springs watersheds, over Town Lake, over our greenbelt parkland hike-bike trails, and essentially over Austin High School.

The current plan to build out MoPac Loop 1 with a double decker bridge over Town Lack would cause harm and cumulative impacts to multiple natural and cultural treasures that currently support a livable Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Lady Bird Lake Park, Austin Pets Alive, the Edwards Aquifer, Barton Springs pool, multiple plant, water and wildlife species, many endangered species, and Austin blind salamanders.

Therefore, we are asking that you remove the proposed new 4-toll lanes and double decker

bridge on MoPac over Lady Bird Lake from the transportation plans. We vote for the no build option.

Taking the time to study the entire tolled MoPac Loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region. As proposed, toll revenues will only pay half or less of the costs; local taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

What TxDOT and CTRMA cannot accomplish with billions of dollars, we can achieve with buckets of paint. We want smart lanes, not more pavement and tolls. --We say NO to buildi

Sincerely,
Pam Dickinson
[redacted]
11/20/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Charles Dicks [redacted]
Sent: Tuesday, November 17, 2015 10:41 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 17, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Charles Dicks
[redacted]

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: BETTY DICKSON

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

MUST MAKE SH-130 FREE. BY DOING SO, I-35 WILL HAVE IMMEDIATE IMPROVEMENT

SUPRESS I-35 TO UNDERGROUND ALONG AUSTIN DOWNTOWN. AND ALLOW MORE EAST-WEST BRIDGES AND COVERAGE OVER SUPRESED I-35 TO ALLOW BUSINESSES AND MIXED USE AND HOUSING TO GROW.

DO NOT CONVERT MOPAC TO ANOTHER I-35 REGIONAL BYPASS. KEEP MOPAC LOCAL USE HOV LANES.

ABSOLUTELY NO DOUBLE-DECKING ANYWHERE. WASHINGTON D.C. DOES NOT HAVE ANY DOUBLE DECKING OVER ANY BRIDGES. AUSTIN CAN AVOID DOUBLE DECKING ALSO. HAVE A HOLISTIC APPROACH TO TRANSPORTATION AUSTIN CAN DO BETTER!!!

MASS TRANSIT

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Tracy DiLeo

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

It is my belief that enlarging Mopac by building more lanes, and connecting it ~~eventually~~ eventually to IH 35 by means of the road called 45 SW (projected for completion by 2025), will INCREASE TRAFFIC ... not relieve it. People who are frustrated by traffic on IH 35 will use it as an alternative IH 35.

This will also drive more development over a sensitive recharge zone for Barton Springs which is really the crown jewel of the beauty of Austin.

Please, use human ingenuity and creativity to solve this issue from all aspects, keeping Barton

the vision of a livable city and an enjoyable environment for the citizens who live here.

We were supposed to have made a choice of either a denser inner city or a sprawled city. This plan ensures both. (It also imperils the campus of Austin High, and the Lady Bird Wildflower Center.)

We can do better.

Sincerely,

Tracy DiSpirito

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

Krista Dillard [redacted]

Printed Name Address

Additional Comments:

I do not support a double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Rd. I do support some sort of solution to help alleviate traffic but not a solution that adds more noise, light pollution & transforms the character, look & feel of Austin's most prized attributes: Lady Bird Lake & Zilker Park &

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

Robert Dillard III

Robert Dillard III [redacted]

Printed Name Address

Additional Comments:

I am not in support of any elevated lanes on Mopac close to downtown Austin. The 2 lanes each direction w/out elevated lanes option has the lowest impact to the park, lake & neighborhoods while still significantly improving travel times & capacity on our roadway.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Landree Dillinger [redacted]
Sent: Tuesday, November 17, 2015 4:02 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 17, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Miss Landree Dillinger
[redacted]

Squarespace [redacted]
Form Submission - New Form - MOPAC/Loop 1 S
November 18, 2015 at 8:20 AM
[redacted]

Name: Debbie Dillion

Email Address: [redacted]

Subject: MOPAC/Loop 1 S

Message: Dear CTRMA Staff and Board Members,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. I can't think of anything more destructive to the beauty and charm of our city. Elevated lanes will impact the hill country feel of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose support our public parkland use, green spaces and community values. This is most important to the local residents of this downtown area.

I request CTRMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review because the project will significantly impact land over the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Austin High School and City of Austin and City of Rollingwood surrounding neighborhoods.

I also strongly agree that these changes will only complicate issues surrounding Cesar Chavez and 5th Street traffic.

Sincerely,

Debbie Dillion
-long-time Austin resident

(Sent via

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 SOUTH
November 18, 2015 at 2:04 PM
[redacted]

Name: Russ Dillon

Email Address: [redacted]

Subject: MOPAC/LOOP 1 SOUTH

Message: Dear CTRMA Staff and Board Members,
As a proud citizen of Austin / Rollingwood, I do not support any elevated toll lanes of any kind over MoPac. Any elevated lanes will be an eyesore to the surrounding areas and adversely impact Zilker Park relative to other options. If toll lanes must be built, please choose the "2-toll-lane each direction without elevated lanes" option.

Thank you for considering parks, green spaces and surrounding community impacts in your evaluation along with traffic impact.

Thank you for your service,
Russ

(Sent via

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

[redacted]

Printed Name Address

Additional Comments:

Rollingwood is a unique community - vibrant and growing. Please preserve our home and our views and support the 2 toll lane each direction option!

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 3:16:28 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Lynne Dobson
[redacted]
11/18/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 2:50:23 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. You owe the citizens of Austin an honest explanation of the true plans and possible impacts of converting MoPac into a major N/S thoroughfare through Austin and Travis County. You also owe the citizens of Austin better options than ones that will severely damage two of it's crown jewels: the Barton Creek Greenbelt and Zilker Park.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Alex Doherty
[redacted]
11/20/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Gary Dolch [redacted]
Sent: Tuesday, November 10, 2015 1:56 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 10, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Gary Dolch
[redacted]

From: Austin Chamber of Commerce on behalf of Keith Donahoe
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 1:33:38 PM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

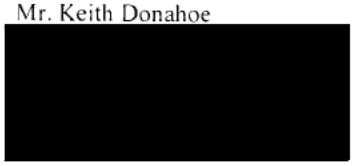
Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Keith Donahoe



Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Tuesday, November 03, 2015 9:25 PM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#374]

Name *

Maria Donnelley

Email *

[redacted]

Message *

I'm not sure who to contact, but the new stop light at Escarpment and 45 is functioning at 4:30 in the morning when there is relatively no traffic and is a detriment to a smooth commute at that hour. Can someone change it to flash like the lights at La Crosse and the one at Slaughter? Thank you.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Beau Donohoe [redacted]
Sent: Wednesday, November 18, 2015 3:22 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Beau Donohoe
[redacted]

Nov. 10, 2015

Dear CTRMA Staff and Board Members,

I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road.

Elevated lanes will add more noise and light pollution (than not building up) to Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, and Austin High school.

I request CTRMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review because the project will significantly impact land over the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Austin High School and City of Austin and City of Rollingwood surrounding neighborhoods.

With the significant changes** in the 2015 traffic data presented to the public since the Feb 2015 open house and the major changes approved by voters for regional non-tolled road funding in the recent election, CTRMA's current study should reexamine alternatives to converting MoPac South into a toll road. HOV and transit only lanes should be compared with the toll and general purpose lane options proposed to give the public an understanding of why toll lanes are being considered as the only option. Along with a no-build scenario, options such as expanding telecommuting, ride sharing, and rail should be considered.

Sincerely,

Eric Dopkins
Rollingwood Resident

11-12-15

Dear CTRMA Staff and Board Members,

I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac.

Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

Please ensure the plan you choose support our public parkland use, green spaces and community values.

Sincerely,

Tricia Dopkins

Tricia Dopkins
Rollingwood Resident

Court Reporter Comment:

MR. PHILIP DORR:

I moved back here three years ago from Chicago, and I had 26 years of observing toll authorities up there. And they're rife with corruption, abuse, cronyism, the unions. You know, it's just the whole thing just -- I'm not a fan of tolls. I've asked a couple of people -- and I shared with a couple of people in here -- as I digress, but when I lived here back in the mid '80s, I-35 south of Lady Bird Lake to 290 or Ben White was a nightmare back then. It's still the same old piece-of-crap road. The leadership hasn't figured out how to fix that, which makes me kind of question leadership in general. And that to me is one of the biggest impediments to traffic through the whole area. But that being said, when I see TxDOT stuff, I want to give them credence, but I also -- and here again, I digress, but, you know, I-35, they're fixing it between here and Hillsboro, and they're making it three lanes each way, but the experts tell us the state's going from 26 million to 50 million people over the next 30 years or whatever. And their sign in there says if we make this new expansion on Mopac four lanes -- or two new lanes each way would be four lanes, it's only 10 percent more cost. Well, why didn't TxDOT do that with I-35, knowing that we're going to double the size of the state in the next 30 years? So was there a lack of leadership there, or are these numbers misleading? You know, what do I -- who do I trust? I think they're probably fairly accurate with this 10 percent more here, you know. And I think, you know, it should be widened because obviously traffic is an issue, and it's going to continue to be. But again, to me, it's kind of a trust issue by their examples. And then it's -- the conclusion -- concluding remark is, I was -- I shared with them in here, why not just go ahead and put a fifth lane in and out, and for a portion of it from downtown Austin to Sunset Valley or somewhere, put in a light rail system and let the light rail system compete against the HOV bus lane thing, whatever, on the toll lane or whatever, and see what one the people want. And then do analysis on the cost benefit -- do a cost benefit analysis of that and see if it makes sense to then take that fifth lane from Sunset Valley all the way south wherever they're going with this thing and make a light rail all the way out, or you take that fifth lane in a few years when you've outgrown the four lanes and turn that into an additional road for cars, a lane for cars. And I don't see anything that has to do with light railing in this proposal. And I know none of this is cheap or free, but somewhere in here, there has to be another -- another alternative than just add lanes for cars because, you know -- like, again, I've said repeatedly in here, pickup trucks are getting bigger; SUVs are getting bigger; cars are getting bigger. There's more of them. And as much as we romanticize and fantasize about everybody riding a bicycle to work, it ain't going to happen.

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, October 22, 2015 10:35:21 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Michelle Doty

10/22/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 8:55:25 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
L Dougherty
[redacted]
11/19/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Lee Doughtie [redacted]
Sent: Wednesday, November 18, 2015 5:21 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Lee Doughtie
[redacted]

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 2:10:10 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Casey Douglas
[redacted]
11/18/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 7:35:50 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Brent Douglass
[redacted]
11/19/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 7:35:37 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Julie Douglass
[redacted]
11/19/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 1:55:24 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Christopher Dowling
[redacted]
11/20/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Kathy Doyle

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

Please keep toll roads off of mopac. Keep Mopac local. No south extension of toll roads onto Mopac. Protect our watersheds. Protect Austin High Egress and approach and green spaces. Ensure the safety of Austin High school students, both pedestrians and new young drivers. Don't increase traffic and pollution. Protect the recharge zones. Coordinate with the city traffic planners. Look for lower cost plans+solutions. I oppose any toll road on mopac. Non tolled Rush hour HOV lanes would be good. I oppose all of the TxDot toll options MAKE I-30 Toll free and divert thru town trucks and traffic to it. Focus your time, money and effort to mass transportation and alternative modes of transport.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Dirk Dozier [redacted]
Sent: Thursday, November 19, 2015 8:53 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Dirk Dozier
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Rex Drake [redacted]
Sent: Wednesday, November 11, 2015 5:59 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 11, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mr. Rex Drake
[redacted]

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Thursday, November 12, 2015 9:37 AM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#393]

Name * Laurie Dries

Email * [redacted]

Address [redacted]

Message * BEFORE building any of it, study how traffic congestion would be affected by all possible options including, no toll lanes or toll roads, conversion of SH 130 to non-toll highway, improvements in mass transit and park-and-ride opportunities.

Evaluate the cumulative environmental effects of ALL of the proposed roadway projects.

Environmental effects are not confined in partitions defined by human projects. The environment doesn't recognize the boundaries of our projects.

From: Austin Chamber of Commerce on behalf of Kevin Dufour
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 10:33:31 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

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Sincerely,

Mr. Kevin Dufour

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Earl Duhon [redacted]
Sent: Thursday, November 19, 2015 6:22 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mr. Earl Duhon
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Amy Duke [redacted]
Sent: Friday, November 20, 2015 1:46 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 20, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mrs. Amy Duke
[redacted]

From: Austin Chamber of Commerce on behalf of John Duke
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 10:33:21 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

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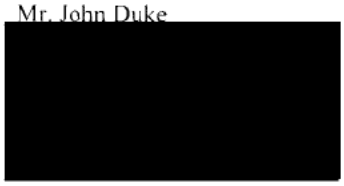
Sincerely,

Mr. John Duke


COMMENTS ON VIRTUAL OPEN HOUSE

Glenn	Dukes	11/5/15	Please build 2 additional lanes in each direction on Mopac South. We need more roads: cutting the project back to 1 lane will improve but not solve the problem, and adding a second lane at a later date will cost much more (in both $ and time). Fix it once, Fix it right.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of scott dukette [redacted]
Sent: Wednesday, November 11, 2015 7:59 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 11, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mr. scott dukette
[redacted]

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 9:20:19 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Nicole Dunaway
[redacted]
11/20/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Monday, November 16, 2015 9:10:14 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Genevieve Duncan
[redacted]
11/16/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Matthew Dungan [redacted]
Sent: Monday, November 09, 2015 1:24 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Matthew Dungan
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Matthew Dungan [redacted]
Sent: Friday, November 20, 2015 3:16 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 20, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Matthew Dungan
[redacted]

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 3:45:26 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Beverly Dunn
[redacted]
11/18/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Lea Ann Durand

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

- Adding toll lanes to Mopac will not alleviate commuter traffic, But will only add cars to the current gridlock. It won't help locals.
- An upper deck is unsightly and contributes to an atmosphere of urban blight - exactly what is not needed around Austin High School and the hike and bike trail.
- Adding traffic around Austin High School for toll road access is dangerous, to put it mildly. Difficult to get to S Mopac in evenings
- The current proposals would draw those driving through Austin, adding traffic along Mopac, destroying the local feel and views we enjoy from Mopac.
- Cesar Chavez is backed up morning and evening. How can it hold more traffic from toll ramps?
- Study free alternatives.
- Who will benefit from these toll roads? Investors & I live close to Mopac but don't expect any relief in my drive times.

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Saturday, November 07, 2015 6:15:20 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Jane Durbin
[redacted]
11/08/2015

From: Austin Chamber of Commerce on behalf of Andrew Durke
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 11:33:26 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

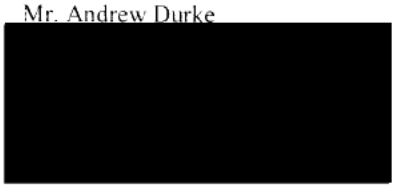
Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Andrew Durke



From: Austin Chamber of Commerce on behalf of Marshall Durrett
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Monday, November 09, 2015 11:53:48 AM

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

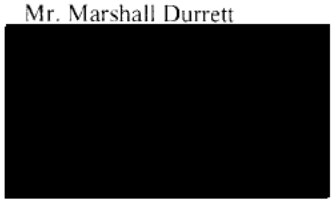
Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Marshall Durrett



John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Kakky Dyer [redacted]
Sent: Thursday, November 19, 2015 2:53 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Kakky Dyer
[redacted]

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 7:30:12 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Dyson Mary
[redacted]
11/20/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Monday, November 16, 2015 10:06:25 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Susan Eason
[redacted]
11/16/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 11:50:25 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it but DO NOT build any of it. None of The "Mopac South" project will make MoPac traffic better in the long run. Dumping 30,000 or more cars on South Mopac will cause real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

There must be an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Patti Edelman
[redacted]
11/21/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 9:45:32 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Jola Edwards
[redacted]
11/19/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Louise EIDSO

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

- Please study & share the whole Austin story.
- Safety around Austin High is Primary w/ so MANY New drivers!
- MAKE 130 toll Free.
- Austin is known for creative unique solutions & building consortiums to resolve issues. Let use some of those resources!

Thank you,

Louise

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 SOUTH
November 18, 2015 at 11:22 PM
[redacted]

Name: Dana El Kurd

Email Address: [redacted]

Subject: MOPAC/LOOP 1 SOUTH

Message: Dear CTRMA Staff and Board Members,

I am firmly against the creation of toll roads in general. But, in addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose support our public parkland use, green spaces and community values.

Sincerely,

Dana El Kurd, PhD Candidate, The University of Texas at Austin

(Sent via

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

Rachel Elder

Rachel Elder
Printed Name

[redacted]
Address

Additional Comments:

I understand the congestion on Mopac, but feel the light & noise pollution will significantly increase living near the park. I feel this would be detrimit to our neighborhood. While I feel any increase in roads in general actually only causes more traffic, congestion and expense, if expansion

is necessary, I'd like you to consider widening the lanes on either side by 2 AND keeping Shopac local & not connecting it w/ I35.

From: Austin Chamber of Commerce on behalf of Walter Elias
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 11:33:25 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Walter Elias

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Kindra Elich [redacted]
Sent: Wednesday, November 11, 2015 1:16 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 11, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Miss Kindra Elich
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 12, 2015 9:16:11 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
George Eliot
[redacted]
11/13/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 10:20:24 PM

Dear TxDOT and CTRMA officials:

Comments for MoPac South Environmental Study- Open House Public Comment Period
Dear CTRMA Board members, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South MoPac expansion toll loop as the real project that is currently being unfairly pushed, piecemeal, onto the Austin community and current MoPac commuters. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to a major interstate thoroughfare.

We are proposing that a comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45 SW/South MoPac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

In the interim, please prioritize making Highways 71 and 183 South; and the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on these routes.

Because of the limited access at the south end, MoPac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand MoPac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert MoPac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic which would rip through the heart of Austin and damage the lifestyle of the neighborhood people.

The proposed plan would essentially convert it to "MoPac Interstate 35 West." Thus, MoPac would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while locals would suffer from costly tolls, and even worse congestion than today.

With the current plan, inter-regional and interstate truck and auto traffic would make its way through our most environmentally sensitive areas in the heart of Austin Neighborhoods. It would direct heavy traffic over the Edwards Aquafer recharge zone, the Flint Ridge Cave recharge zone, over our most cherished recreational areas like Zilker Parkland, over Barton Creek and Barton Springs watersheds, over Town Lake, over our greenbelt parkland hike-bike trails, and essentially over Austin High School.

The current plan to build out MoPac Loop 1 with a double decker bridge over Town Lack would cause harm and cumulative impacts to multiple natural and cultural treasures that currently support a livable Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Lady Bird Lake Park, Austin Pets Alive, the Edwards Aquifer, Barton Springs pool, multiple plant, water and wildlife species, many endangered species, and Austin blind salamanders.

Therefore, we are asking that you remove the proposed new 4-toll lanes and double decker bridge on MoPac over Lady Bird Lake from the transportation plans. We vote for the no build option.

Taking the time to study the entire tolled MoPac Loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on

projects that would benefit, rather than harm, the Austin region. As proposed, toll revenues will only pay half or less of the costs; local taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.
What TxDOT and CTRMA cannot accomplish with billions of dollars, we can achieve with buckets of paint. We want smart lanes, not more pavement and tolls. --We say NO to building a second Interstate 35 through Austin to ruin the heart and soul of Austin along the way.
We want to Keep MoPac

Sincerely,
George Eliot
[redacted]
11/20/2015

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 SOUTH
November 15, 2015 at 10:31 AM
[redacted]

Name: Jules Elkins

Email Address: [redacted]

Subject: MOPAC/LOOP 1 SOUTH

Message: Dear CTRMA Staff and Board Members,

I want to express that I strongly do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

A successful urban city today is one that embraces green spaces, urban parks and trails, bike lanes, sidewalks, and inviting public gathering spaces. It also encourages alternatives to driving. There is abundant evidence to suggest that these are the elements that create a thriving city. People do not want to sit in cars and sit in traffic, people do not want to drive to everything, and people do not want poor air quality. People do want meaningful personal relationships, places to build movement into daily life, and ways to get to work and shopping that do not involve cars. This is the way successful cities are moving. Austin has the opportunity to attract a diverse and highly skilled workforce, but it will require a strong continued move toward this ethos of development. Consider the cities of today that have remade themselves into highly attractive places, like Chicago and Minneapolis. They did this not by building 8 lane freeways in the middle of the city. Instead, they created abundant green spaces, rich public gathering venues, they support lots of transportation options, they invested in bike lanes and sidewalks, mixed use walkable development .. they built a city for people, not for cars. Austin sits at this juncture. Are we a city for people or a city for cars? Austinites want a city for people. CTRMA should embrace this.

Please ensure the plan you choose support our public parkland use, green spaces and community values.

Sincerely,
Jules Elkins

(Sent via

Charles R. Winfield

From: Elkins, Jules R <[redacted]
Sent: Sunday, November 15, 2015 11:02 AM
To: [redacted] atomlinson@HNTB.com; [redacted] al.alonzi@dot.gov; [redacted] delia.garza@austintexas.gov; ora.houston@austintexas.gov; pio.renteria@austintexas.gov; greg.cesar@austintexas.gov; ann.kitchen@austintexas.gov; don.zimmerman@austintexas.gov; leslie.pool@austintexas.gov; ellen.troxclair@austintexas.gov; kathie.tovo@austintexas.gov; sheri.gallo@austintexas.gov; greg.malatek@txdot.go; mayorfarrell@cityofrollingwood.com; Brigid.Shea@traviscountytx.gov; Barbara.Rush@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; administrator@cityofrollingwood.com; sbeal@mobilityauthority.com; spusteinyk@molilityauthority.com; mespinoza@mobilityauthority.com; mheiligenstein@mobilityauthority.com
Subject: MOPAC/Loop 1 South

Dear CTRMA Staff and Board Members,

I want to express that I strongly do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

A successful urban city today is one that embraces green spaces, urban parks and trails, bike lanes, sidewalks, and inviting public gathering spaces. It also encourages alternatives to driving. There is abundant evidence to suggest that these are the elements that create a thriving city. People do not want to sit in cars and sit in traffic, people do not want to drive to everything, and people do not want poor air quality. People do want meaningful personal relationships, places to build movement into daily life, and ways to get to work and shopping that do not involve cars. This is the way successful cities are moving. Austin has the opportunity to attract a diverse and highly skilled workforce, but it will require a strong continued move toward this ethos of development. Consider the cities of today that have remade themselves into highly attractive places, like Chicago and Minneapolis. They did this not by building 8 lane freeways in the middle of the city. Instead, they created abundant green spaces, rich public gathering venues, they support lots of transportation options, they invested in bike lanes and sidewalks, mixed use walkable development .. they built a city for people, not for cars. Austin sits at this juncture. Are we a city for people or a city for cars? Austinites are clear – we want a city for people. CTRMA should embrace this.

Please ensure the plan you choose support our public parkland use, green spaces and community values.

Sincerely,

Jules Elkins

[redacted]

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 SOUTH
November 18, 2015 at 10:42 PM
[redacted]

Name: Zachary Elkins

Email Address: [redacted]

Subject: MOPAC/LOOP 1 SOUTH

Message: Dear CTRMA Staff and Board Members,

I am rarely active in local policy issues, but I want to let you know that I am deeply concerned about the plans to build elevated toll lanes over Mopac. It seems to me that these solutions in other parts of Austin have had negative effects of the character of the city that we all know and love. I would much prefer that we try more concertedly to alleviate traffic in more resourceful and creative ways -- ways that preserve the peace and charm of Austin. I doubt that I am alone and I would urge you to reconsider these plans.

Thank you for your consideration.

Zachary Elkins
Professor, University of Texas

(Sent via

From: Elkins, Zachary S
To: [redacted]
Subject: Mopac Expansion
Date: Thursday, November 19, 2015 10:29:31 PM

Hi,

I understand that you are involved in the decision to build elevated lanes on Mopac over Lady Bird Lake. I rarely involve myself in local policy issues, but I wanted to let you know that I am very concerned these plans.

I recognize that traffic congestion has become a problem in Austin, but I sense that building more highways will come at a high cost to our quality of life. I have seen what increased lanes and flyover highways have done to other parts of Austin, and I shudder to think of such structures destroying the character and charm of the Lady Bird Lake area that so many of us treasure. I would much prefer that we put our energy into alleviating pressure by exploring alternative transportation modes, telecommuting, etc.

I appreciate your consideration.

Best wishes,
Zach Elkins

Zachary Elkins
[redacted]

From: **Elkins, Zachary S** [redacted]
Subject: Mopac Expansion
Date: November 19, 2015 at 10:29 PM
To: [redacted]

Hi,

I understand that you are involved in the decision to build elevated lanes on Mopac over Lady Bird Lake. I rarely involve myself in local policy issues, but I wanted to let you know that I am very concerned these plans.

I recognize that traffic congestion has become a problem in Austin, but I sense that building more highways will come at a high cost to our quality of life. I have seen what increased lanes and flyover highways have done to other parts of Austin, and I shudder to think of such structures destroying the character and charm of the Lady Bird Lake area that so many of us treasure. I would much prefer that we put our energy into alleviating pressure by exploring alternative transportation modes, telecommuting, etc.

I appreciate your consideration.

Best wishes,
Zach Elkins

Zachary Elkins
[redacted]

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 11:25:17 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Glenda Embree
[redacted]
11/20/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Bill	English	11/18/15	Project is very necessary to solving our transportation problems that currently exist. The two lane with direct downtown access option appears to be the best to handle both current and future traffic demand.

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, October 22, 2015 1:00:25 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Celeste Epstein
[redacted]
10/22/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 5:55:20 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Celeste Epstein
[redacted]
11/20/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 11:55:17 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
negar eslami
[redacted]
11/20/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Manuel	Esparza	11/6/15	Thanks for the continued updates. The time for action is now so please move don't delay the process anymore and work on implementing the express lanes.

From: Austin Chamber of Commerce on behalf of Brian Estes
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 11:03:25 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

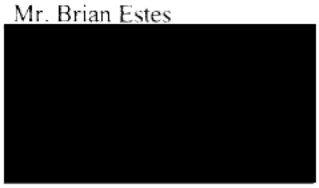
Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Brian Estes



From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 12:15:44 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35!

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Marc Estrada
[redacted]
11/18/2015

Honorable Thom Farrell, Mayor, & Members of the Rollingwood City Council

RE: Please take action oppose tolled, elevated lane expansion of Mopac and the connection of South Mopac to Interestate 35

Dear Mayor Farrell and Members of Council:

Please take action to oppose both the expansion of Mopac with tolled and elevated lanes and the connection of South Mopac over to Interstate 35 with the proposed SH 45 SW toll road. With limited access at the south end, Mopac currently serves local commuters. If South Mopac is expanded and connected to I-35, it will be converted from serving local commuters into an alternate I-35 serving long-distance, inter-regional car and truck traffic. This would make traffic on Mopac worse, not better for current Mopac commuters, including Rollingwood residents.

Thank you for your consideration.

Signed:

Printed Name: Josh Etier

Address: [redacted]

Squarespace [redacted]
Form Submission - New Form - Please Stop the Double-Decking of Mopac
November 19, 2015 at 7:34 AM
[redacted]

Name: Rhonda Evans

Email Address: [redacted]

Subject: Please Stop the Double-Decking of Mopac

Message: Dear Staff and Board Members,

I oppose the double-decking of Mopac. We need transportation solutions that preserve the features of our city that make it such a great place to live. A double deck will obstruct the view of the violet crown, our beautiful skyline facing the hill country. Please reconsider this!!! We're surely smart enough to come up with a better solution for $350 million dollars. I love this city. We can't fight all of the changes that Austin has experienced in the last 15 years, but this plan for Mopac is within our control.

Rhonda Evans, Austinite

Best,
Rhonda Evans

(Sent via

From: Austin Chamber of Commerce on behalf of V Bruce Evans
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 12:03:39 PM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

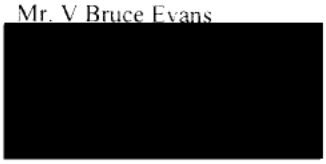
Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. V Bruce Evans



From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 1:05:14 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse. Also encourage employers to permit as many employees as possible work from home.

Cc: Austin area local, State and Federal officials

Sincerely,
Stephanie Falck
[redacted]
11/19/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Ryan Fanning [redacted]
Sent: Wednesday, November 18, 2015 2:59 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Ryan Fanning
[redacted]

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 11:25:38 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

I implore you to take a holistic approach to traffic in all of the Austin area to stop piece meal decisions and the destruction of the beauty of central and West Austin. We need a full analysis of all options and I believe we are FAR too reliant on toll lanes to solve our problem. All toll lanes do is help the small percentage of people that can afford it and use it and puts MORE traffic on the free lanes. We all pay our taxes to have our road and traffic problems solved--and not exclusively by toll lanes that make the companies who operate it richer and the rest of us stopped in traffic. You also need to come up with solutions that utilize SH 130 to a FAR more extensive degree than it is now. It's a fully built highway that is only partially utilized and it needs to be studied and, I believe, tolls removed to encourage traffic to use it to bypass the horrors of Austin traffic. The same thing applies to SH45. All those roads should be free or at least mostly free with a few toll lanes to handle rush hour traffic.

A holistic approach would also figure ways to improve park and ride services, ridesharing and improved intersections at Slaughter and La Crosse.

Bottom line, FULLY utilize all the existing, already built highways we have around Austin (SH 45 and SH130) and stop driving traffic onto already nightmarishly congested roads like Mopac and IH 35.

Cc: Austin area local, State and Federal officials

Sincerely,
Karen Farabee
[redacted]
11/19/2015

From: Austin Chamber of Commerce on behalf of Gary Farmer
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 10:33:19 AM

Nov 6, 2015

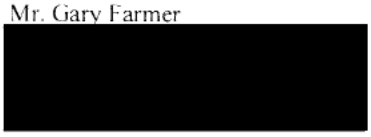
Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Gary Farmer


From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 2:00:23 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
MaryBeth Farrar
[redacted]
11/18/2015

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

Printed Name

Address

Additional Comments:

DOUBLE DECKER LANES OVER THE LADY BIRD LAKE WOULD BE SO UGLY FOR OUR BEAUTIFUL CITY. LET'S NOT COMPROMISE OUR CITY'S BEAUTY BY MAKING THIS HORRIBLE MISTAKE!

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

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Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

Marilee Ertel [redacted]

Printed Name Address

Additional Comments:

Austin is known for its green space - Lady Bird Lake being one of the most beautiful. Double decker lanes would greatly affect that beautiful space with a negative effect. Lets not become Dallas or Houston!

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 SOUTH
November 18, 2015 at 2:23 PM
[redacted]

Name: Bill Feldott

Email Address: [redacted]

Subject: MOPAC/LOOP 1 SOUTH

Message: Dear CTRMA,
I do not support elevated toll lanes of any kind over Mopac close to downtown. Do not add a double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road.

If toll lanes must be guild the "2 toll lane each direction without elevated lanes" option has the lowest impact to the park, lake and adjacent neighborhoods while still significantly improving travel times and capacity on our roadways.

Please ensure the plan you chose supports our public parkland use, green spaces and community values.

Our city is quickly losing the natural spaces that make it special. The double decker over Lady Bird Lake or two bridges over Mopac at Bee Caves Road will drastically affect the quality of life for neighboring areas such as Collingwood. The structures would negatively impact the hill country feel, beauty and charm of this special read and will transform the hike and bike trail from peaceful and green to highly urbanized and industrical This would add more noise and light pollution to Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Austin High School, and homes in Rollingwood.

I request CTRMA perform an EIS instead of an EA so a more comprehensive and detailed assessment of impacts can be made available for public review because the project will SIGNIFICANTLY impact the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Austin High School, the City of Austin and City of Rollingwood.

Thank you,
Bill Feldott

(Sent via

Squarespace [redacted]
Form Submission - New Form - Mopac/Loop 1 South
November 18, 2015 at 2:22 PM
[redacted]

Name: Cristina Feldott

Email Address: [redacted]

Subject: Mopac/Loop 1 South

Message: Dear CTRMA,
I do not support elevated toll lanes of any kind over Mopac close to downtown. Do not add a double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road.

If toll lanes must be guild the "2 toll lane each direction without elevated lanes" option has the lowest impact to the park, lake and adjacent neighborhoods while still signifcantly improving travel times and capacity on our roadways.

Please ensure the plan you chose supports our public parkland use, green spaces and community values.

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Thank you,
Cristina Feldott
Third Generation Native Austinite and Rollingwood Resident

(Sent via

From: cristina

To: [redacted] atomlinson@HNTB.com; [redacted] al.alonzi@dot.gov; [redacted] steve.adler@austintexas.gov; delia.garza@austintexas.gov; ora.houston@austintexas.gov; pio.renteria@austintexas.gov; greg.cesar@austintexas.gov; ann.kitchen@austintexas.gov; don.zimmerman@austintexas.gov; leslie.pool@austintexas.gov; ellen.troxclair@austintexas.gov; kathie.tovo@austintexas.gov; sheri.gallo@austintexas.gov; greg.malatek@txdot.go; mayorfarrell@cityofrollingwood.com; Brigid.Shea@traviscountytx.gov; Barbara.Rush@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; administrator@cityofrollingwood.com; sbeal@mobilityauthority.com; spusteinyk@mobilityauthority.com; mespinoza@mobilityauthority.com; mheiligenstein@mobilityauthority.com

Subject: Do Not Support Elevated Toll Lanes over Mopac Downtown

Date: Wednesday, November 18, 2015 2:25:22 PM

Dear CTRMA and Elected Officials,

I do not support elevated toll lanes of any kind over Mopac close to downtown. Do not add a double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road.

If toll lanes must be guild the "2 toll lane each direction without elevated lanes" option has the lowest impact to the park, lake and adjacent neighborhoods while still signifcantly improving travel times and capacity on our roadways.

Please ensure the plan you chose supports our public parkland use, green spaces and community values.

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I request CTRMA perform an EIS instead of an EA so a more comprehensive and detailed assessment of impacts can be made available for public review because the project will SIGNIFICANTLY impact the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Austin High School, the City of Austin and City of Rollingwood.

Thank you,
Cristina Feldott
Third Generation Native Austinite and Rollingwood Resident

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Walt Ferguson [redacted]
Sent: Wednesday, November 18, 2015 2:59 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Walt Ferguson
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Kenneth Fidje [redacted]
Sent: Thursday, November 19, 2015 9:14 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Kenneth Fidje
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 7:20:16 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Doug Fierro
[redacted]
11/20/2015

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Sunday, November 01, 2015 3:31 PM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#369]

Name *

robert finn

Email *

[redacted]

Address

Message *

Due to the extensive expansion of Circle C, I think the highest priorities should be:

1. Have an overpass for Mopac at Slaughter Lane so that southbound Mopac traffic does not stop for red lights

2. Have an overpass for Mopac at La crosse Ave so that southbound Mopac traffic does not stop for red lights

3. Extend Highway 45 from the intersection at Mopac all the way to I-35

Honorable Thom Farrell, Mayor, & Members of the Rollingwood City Council

RE: Please take action oppose tolled, elevated lane expansion of Mopac and the connection of South Mopac to Interestate 35

Dear Mayor Farrell and Members of Council:

Please take action to oppose both the expansion of Mopac with tolled and elevated lanes and the connection of South Mopac over to Interstate 35 with the proposed SH 45 SW toll road. With limited access at the south end, Mopac currently serves local commuters. If South Mopac is expanded and connected to I-35, it will be converted from serving local commuters into an alternate I-35 serving long-distance, inter-regional car and truck traffic. This would make traffic on Mopac worse, not better for current Mopac commuters, including Rollingwood residents.

Thank you for your consideration.

Signed: Barbara W Fisher

Printed Name: BARBARA FISHER

Address: [redacted]

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 11:15:23 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Gail Fisher
[redacted]
11/20/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 3:35:35 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Laurie Fitzgerald
[redacted]
11/20/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Marnie	Fitzgerald	11/10/15	Dear CTRMA Staff and Board Members, I live in West Lake Hills, the surrounding neighborhood of the proposed MoPac expansion. I DO NOT support elevated toll lanes of any kind over MoPac. Please DO NOT add a double decker over Lady Bird Lake or two double decker Wishbone bridges over MoPac, they will impact the surrounding parks and neighborhoods with too much noise and light pollution. The "2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options. Please ensure the plans you choose support our public park land use, green spaces and the voices of the community writing to you! Marnie Fitzgerald

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 4:15:13 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Carolyn Fleming
[redacted]
11/19/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 12:15:16 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
STEVEN FLOOD
[redacted]
11/18/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Hannah Fonstad [redacted]
Sent: Tuesday, November 17, 2015 4:02 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 17, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Hannah Fonstad
[redacted]

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 3:30:28 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Maria Formby
[redacted]
11/20/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 7:21:58 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Rob Fortenberry
[redacted]
11/19/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: David Foster

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

- study the proposed addition of toll lanes to S Mopac SH45 SW phases 1+2 before building any of it
- NO widening of Mopac over the recharge zone
- Build Long Star Rail first
- eliminate tolls on SH130 so it can carry more traffic
- re-stripe ~~to~~ Mopac to create a bus-only express lane

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 12:45:17 PM

KEEP MOPAC LOCAL is perfect. Do not divert I35 traffic or traffic from the other toll roads onto Mopac. DO NOT MAKE ANY PART OF MOPAC A TOLL ROAD. Austin is tired of the high fees and we don't need to be charged to go from one end of Austin to the other.

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Rebecca Fox
[redacted]
11/19/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 7:15:32 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Thank you.

Cc: Austin area local, State and Federal officials

Sincerely,
Terry Franz
[redacted]
11/21/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Pete Fredriksen

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

I lived about 8 blocks from I-35 from 1994-200
The noise of 18 wheelers, the pollution from the traffic and the resulting "parking lots" created by those trying to exit/enter were unbearable.
I decided to get away from that by moving to 2222 and Mopac, where the highway is still local and gives easy access to downtown with out the noise and pollution of I-35.
Now there are proposals to turn MOPAC into a second "I-35 West". This is a bad idea that will change the character of the West side of town irrevocably for the worse.
Add to that the environmental damage done to our parks, schools, and homes along the way.
Please take the long view - choose an alternative that keeps MoPAC local - not another I-55.
As our leaders we expect that you will choose wisely and not submit more Austinites to the degradation of another I-35 in our beautiful city.

Thanks for your consideration,

Pete & Amanda Fredriksen

[redacted]

From: Austin Chamber of Commerce on behalf of Daniel Frey
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 10:33:26 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Daniel Frey

From: Austin Chamber of Commerce on behalf of Jerry Frey
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 11:03:46 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

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Sincerely,

Mr. Jerry Frey

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Mary Freytag

Address: [redacted]

Emai [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

Now: Restripe So Mopac for rush hour HOV

Now: No toll on 130

Study impact of looping 45 to Mopac

Park & ride with express bus

Put I-35 underground downtown

Mary Freytag

From: Randy Fromberg
To: Randy
Subject: MoPac public comment
Date: Wednesday, November 18, 2015 4:08:24 PM

Dear CTRMA Staff and Board Members,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built the "2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

I also request CTRMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review because the project will significantly impact land over the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Austin High School and City of Austin and City of Rollingwood surrounding neighborhoods.

Please ensure the plan you choose support our public parkland use, green spaces and community values.

Sincerely,

Randall E. Fromberg, AIA, CEFP
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Susan Frost [redacted]
Sent: Thursday, November 19, 2015 10:31 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Susan Frost
[redacted]

From: Austin Chamber of Commerce on behalf of Chrissy Fuller
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 11:03:28 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Chrissy Fuller

[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Drew Fuller [redacted]
Sent: Wednesday, November 11, 2015 10:15 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 11, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Drew Fuller
[redacted]

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 12:10:41 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Will Furgeson
[redacted]
11/18/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Glenn	Gadbois	11/18/15	The narrow definition of "scope" for this environmental study has two significant challenges that should be addressed. For the public (particularly the 40% going downtown) to appreciate the value of a public investment on a project of this size, people should be able to understand the return on investment in realistic terms for how they may use the facility. Provide travel times for the entire trip in downtown to say Congress Ave (since this is what CTR used for their modeling) and provide personal vehicle as well as transit travel times. The presentation I hear from CTRMA clouds what will become a serious frustration if people are made aware that Cesar Chavez will be no worse, only because it is at capacity and physically can only become worse on amount of time it is "at capacity." For CTRMA to claim any "people through put" benefits from transit in this corridor it seems inappropriate that the environmental study does not have all the facilities (on ramping for key transit routes, park&rides, etc.) and operational costs to run the services needed for transit to actually carry its potential capacity in an express lane. The planning, design and financing of high capacity transit services in this corridor should be fully integrated in this process. The public funding used to conduct the environmental study (much of which was Rider 42 funding) established a policy precent to look at all solutions when addressing a congested corridor. IF Transit is not fully integrated into this environmental sturdy that means new funding will be required for an environmental study of Park&Rides and other related infrastructure, that design and financing will be on separate tracks and that is a colossal misstep highlighted by CTRMA's own selling points which so prominent feature the benefits of transit in this corridor.

Squarespace [redacted]
Form Submission - New Form - Alternatives to all south MoPac "improvements"
November 16, 2015 at 2:24 PM
[redacted]

Name: Elliott Gaines

Email Address [redacted]

Subject: Alternatives to all south MoPac "improvements"

Message: Dear CTRMA Staff and Board Members,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose support our public parkland use, green spaces and community values.

In addition, please postpone the start of the SH45SW project until more studies can be done on the impact of the increased traffic on those of us who live along south MoPac. The solution to traffic on MoPac is NOT to add more traffic

Thank you, Elliott Gaines
Southwest Austin

(Sent via

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 11, 2015 7:40:16 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Jim Galbreath
[redacted]
11/12/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 3:25:55 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
elizabeth galiger
[redacted]
11/18/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 12:46:15 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Oscar Gallegos
[redacted]
11/18/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Becca Gallogly

Address: [redacted]

Emai [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

I do not want Austin turning into Mumbai. When will we make the change from building more roads, to living more sustainably? I assert the time is NOW. Make your money maintaining our existing roads. Please give us viable rail.

Squarespace [redacted]
Form Submission - New Form - Mopac/loop1 south
November 13, 2015 at 7:22 AM
[redacted]

Name: Jessica Garcia

Email Address: [redacted]

Subject: Mopac/loop1 south

Message: Dear committee,
I am opposed to the mopac double deckers. I understand expansion needs to happen but not at the expense of what makes our city beautiful
Thank you!

(Sent via

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 12:41:39 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Hunter Gardner
[redacted]
11/20/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Stacey	Gardner	11/4/15	Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOT's Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Let's make the I-35 bypass we all ready have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

COMMENTS ON VIRTUAL OPEN HOUSE

Stacey	Gardner	11/15/15	Additional tolls on south Mopac over town lake are not the answer. A lot of the north south Mopac problems could be alleviated by building bypasses over or under the lights on HWY360. There is plenty of room to widen and that road can move just as many if not more cars than putting decks on Mopac if you take the stop lights at intersections out of the way.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Michele Gary [redacted]
Sent: Thursday, November 12, 2015 8:20 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 12, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Michele Gary
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Rudy Garza [redacted]
Sent: Wednesday, November 18, 2015 1:21 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Rudy Garza
[redacted]

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 12, 2015 1:20:13 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Kari Gaukler
[redacted]
11/12/2015

John Whitfield

From: Austin Chamber of Commerce [redacted]on behalf of Fernando Gaytan [redacted]
Sent: Wednesday, November 18, 2015 1:51 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Fernando Gaytan
[redacted]

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 1:25:42 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Chris Gerben
[redacted]
11/20/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Monday, November 09, 2015 10:45:17 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

We donâ€™t need to expand MoPac and build new freeways. Instead, Austin could start to develop plans to be an early adapter of technologies that are will be available soon. Autonomous vehicles, driverless cars, driverless vans/busses. Think about a public transportation system with an Uber-like interface on your phone that allows you to summon a vehicle (the car you own, a private "taxi" vehicle, a shared van) to take you to your destination. Public transportation systems will use computer intelligence to efficiently direct shared driverless vans to move large numbers of people to their destinations.

Imagine the fast lanes on the freeway being restricted to driverless vehicles, vehicles designed to tailgate at 70-miles/hour, much like one car of a train "tailgates" the car in front of it. This allows the currently built freeways to support much much more traffic than they can handle with human-driven cars.

As more cars become driverless-capable, additional freeway lanes can be converted to "driverless" lanes, much like toll roads in Texas gradually transitioned to have more automatic TollTag lanes.

This technology is not ready for prime time this decade, but it is on the way. Spending hundreds of millions of dollars to create more concrete (or fixed rail like Prop 1 last fall) is a waste of our resources. The CTRMA could start its planning now to make Austin a leader in this new field.

I am hopeful that you will work against a plan to upgrade MoPac South, for the following reasons:
1) It is an awful idea to turn the MoPac / Lady Bird Lake interchange into concrete monstrosity
2) It is an awful idea to turn MoPac into I35 bypass
3) New technology will exist within the next few years which will make this new construction unnecessary.
4) Texas 130 exists today to provide I35 traffic bypass. Letâ€™s use the money to buy out the private contract covering 130 and convert it into a toll-free freeway.

Thank you,
Steve Gerson

Sincerely,
steve gerson
[redacted]
11/10/2015

COMMENTS ON VIRTUAL OPEN HOUSE

David	Geyer	10/28/15	Hi! I just wanted to express my emphatic support for the project, and hope it can be built to the fullest extent. I would like for you guys to build 2 lanes in each direction, with flyovers to Cesar Chavez, extend the 3rd GP lane south of William Cannon, and add a flyover to US 290 in preparation for the Oak Hill Tollway. Please build everything you can and make traffic a thing of the past on Mopac South!

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Heidi Eichar

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

Build sweet lanes - not toll roads - I will not use them.

Fix IH35 first - locals rarely use it.

Look carefully at every aspect - look at impact on the neighborhoods.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Anne Giles [redacted]
Sent: Wednesday, November 11, 2015 7:15 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 11, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Anne Giles
[redacted]

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 12:06:42 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Eliza Gilkyson
[redacted]
11/18/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 4:05:48 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Anne Gillaspie
[redacted]
11/18/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 7:21:44 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Sharon Gillespie
[redacted]
11/19/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 04, 2015 7:25:14 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

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The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

You are out of step with the Austin way!! This is not the solution. Try again!

Sincerely,
Jane Gilley
[redacted]
11/05/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 4:25:18 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Jane Gilley
[redacted]
11/19/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, October 22, 2015 7:40:14 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Robert Gilliland
[redacted]
10/23/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 12:35:22 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Robert Gilliland
[redacted]
11/18/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 9:27:16 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
George Godwin
[redacted]
11/20/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 12:20:13 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Gray Godwin
[redacted]
11/20/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Tuesday, November 10, 2015 7:10:10 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

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The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Will Godwin
[redacted]
11/10/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 6:20:20 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. We want to see a study that takes in THE WHOLE ENCHILADA. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
gayle goff
[redacted]
11/19/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, October 28, 2015 10:15:22 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Dan Golding
[redacted]
10/28/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 6:00:14 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Cindy Goldman
[redacted]
11/20/2015

From: Austin Chamber of Commerce on behalf of Greta Goldsby
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 1:03:29 PM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Greta Goldsby

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 9:25:12 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
joan goldsmith
[redacted]
11/19/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 7:10:42 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Carolyn Goldston
[redacted]
11/19/2015

Honorable Thom Farrell, Mayor, & Members of the Rollingwood City Council

RE: Please take action oppose tolled, elevated lane expansion of Mopac and the connection of South Mopac to Interestate 35

Dear Mayor Farrell and Members of Council:

Please take action to oppose both the expansion of Mopac with tolled and elevated lanes and the connection of South Mopac over to Interstate 35 with the proposed SH 45 SW toll road. With limited access at the south end, Mopac currently serves local commuters. If South Mopac is expanded and connected to I-35, it will be converted from serving local commuters into an alternate I-35 serving long-distance, inter-regional car and truck traffic. This would make traffic on Mopac worse, not better for current Mopac commuters, including Rollingwood residents.

Thank you for your consideration.

Signed: Christopher Gomez

Printed Name: Christopher Gomez

Address: [redacted]

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 9:50:34 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Anne Marie Gonin
[redacted]
11/20/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 12:05:30 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Raul Gonzalez
[redacted]
11/19/2015

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015
COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): Shelby Goodrum

ADDRESS [redacted]

COMMENTS:

- My preference, even though it impacts me directly is the Wishbone option (elevated lanes at Barton Skyway) - it makes sense and seems safe.
- I do not think the merge option is safe.
- I do not think we should take any part of Zilker or Lady Bird Lake. Town Lake is the heartbeat of our city and we need to preserve it.
- We all need to compromise for the long term benefit of our city.

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

☐ I am employed by TxDOT

☐ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

[redacted]

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 3:45:37 PM

Dear TxDOT and CTRMA officials:

I am writing to you because I have seen the plans for all the improvements for MOPAC and IH 35. I am very concerned about the plan to connect IH 35 and MOPAC via the proposed SH 45. There is no way i can see that people will not take it to go to MOPAC rather than 130. Everybody dreads IH 35. I can't do anything about that but I don't want you all to fix things so that MOPAC becomes like IH 35 with the trucks and gridlock. Please let us see ALL the proposed plans and give you feedback. I agree with the following.

Pllease include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.
.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Janice Goodspeed
[redacted]
11/19/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Janice Goodspeed

Address: [redacted]

[redacted] Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

I am concerned about the horrible traffic that has developed in Austin within the last 10 yrs. I do not like toll roads because I believe they are unfair ~~to~~ to those who are low income. I think ~~this~~ there are other ways to manage traffic such as HOV lanes, abundant park & ride stations with reliable & adequate public transportation. We can't just keep building more roads - it just encourages more cars which necessitate more roads - and it just goes on like a loop.

I want those in charge of this MOPAC improvement project to include the proposed completion of SH 45 SW ~~in~~ and all other proposed pieces of the MOPAC improvement. Because they are all part of one piece. I am concerned about the effect of the SH 45 SW project. I believe it will divert traffic from IH-35 to MOPAC. Then MOPAC will be as bad as IH-35. I live about a half mile from MOPAC & do not want this to happen.

Please think outside the box and try something different that conserves our environmental beauty, reduces pollution & traffic without toll roads. Pay off the 130 toll road & send the trucks there - not to MOPAC.

From: Austin Chamber of Commerce on behalf of Frank Gordon
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 10:33:22 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Frank Gordon

From: Austin Chamber of Commerce on behalf of Luke Gosda
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 2:33:40 PM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Luke Gosda

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 4:00:27 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Please understand I am not completely opposed to any of this but I do want a comprehensive study done regarding the whole project and not just bits and pieces.

Cc: Austin area local, State and Federal officials

Sincerely,
Delwin Goss
[redacted]
11/18/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 9:15:18 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
CURTIS GRACE
[redacted]
11/19/2015

From: Austin Chamber of Commerce on behalf of Shawn Graham
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 12:33:30 PM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Shawn Graham

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Thursday, November 19, 2015 2:52 PM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#402]

Name * Angela Grasse

Email * [redacted]

Address

Message * Good afternoon – I wanted to express my support for the MOPAC South extension. WE MUST do something about our traffic in Austin, NOW! Waiting for the perfect solution that everyone can agree on doesn't seem to be happening!! Every day we wait, is one more day that we all feel the affects of gridlock that negatively impacts our City, our lives, our environment, etc. Something has to happen, NOW.

Thank you.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Joe Grasso [redacted]
Sent: Friday, November 20, 2015 4:46 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 20, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Joe Grasso
[redacted]

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 7:45:41 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Diane Graves
[redacted]
11/19/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 10:35:39 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Paulette Gravois
[redacted]
11/20/2015

From: Austin Chamber of Commerce on behalf of Ryan Gray
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 12:33:30 PM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Ryan Gray

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Allen Green [redacted]
Sent: Thursday, November 19, 2015 1:23 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Allen Green
[redacted]

COMMENTS ON VIRTUAL OPEN HOUSE

Jon	Green	11/4/15	Dear CTRMA Staff and Board Members, Please do not add a double-decker over Lady Bird Lake or Double Decker Wishbone bridges over MoPac. I support the addition of 2 Toll lanes each direction without elevated lanes. This balanced solution best addresses traffic needs while keeping the interests of neighborhoods and the community at large at the top of the priority list, where they belong, and it offers a superior cost:benefit ratio versus double-decker options. I also support the addition of an 11' multi-use path on the west side of MoPac from Lady Bird Lake to Barton Creek Mall to accommodate bikes and pedestrians, connected seamlessly with Phase III of the MoPac bicycle and Pedestrian project. Please be sure to fully consider ALL social, economic, and environmental consequences and ensure the plans you choose support public park land use, green spaces and community values.

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 SOUTH
November 15, 2015 at 3:52 PM
[redacted]

Name: Laurie Green

Email Address: [redacted]

Subject: MOPAC/LOOP 1 SOUTH

Message: Dear STRMA Staff and Board Members,

I was disturbed to hear about the proposals for elevated toll lanes over MoPac because I don't believe they have the best interest of Austin residents in mind. Please record that I strongly oppose the proposed double decker roadways over Lady Bird Lake and two wishbone bridges over MoPac. At a time when cities that built such road systems decades ago are now dismantling them in favor of usable community spaces, I am appalled that plans to build such structures over the loveliest parts of the city would be considered.

Please oppose these plans and seek other options that would have little or not impact on the most beautiful, renowned aspects of Austin: Ladybird Lake, the greenbelt and Zilker Park, and the neighborhoods that surround the area.

More generally, I want to see public transit options; I don't want to have Austin start looking like Houston, with the kinds of disastrous affects on neighborhoods and communities that occurred when that built its highway system.

Sincerely,

Laurie Green

(Sent via

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 6:10:14 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Ryan Green
[redacted]
11/20/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 9:46:11 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Ben Greene
[redacted]
11/20/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 9:40:31 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Kate Greene
[redacted]
11/20/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 2:45:16 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Cc: Austin area local, State and Federal officials

Sincerely,
SANDRA GREGOR
[redacted]
11/19/2015

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Thursday, November 12, 2015 7:03 AM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#392]

Name Brian Greig

*

Email [redacted]

*

Message *

We need as many lanes as possible added to MoPac now. You are building for the future, not just today, and constructing for future needs now is not only less expensive, it avoids the traffic delays construction in the future will cause if you adopt a piecemeal approach. I have often wondered why transportation agencies have lacked foresight to build for long term needs as I sit through periodic upgrades of streets and highways.

Those opposing added capacity to MoPac were the same folks who opposed the highway to begin with, yet they must admit it is certainly necessary and well used today. We read that traffic due to inadequate roads is the biggest complaint of citizens, yet the activist class seeks to stifle increasing transportation resources like the proposed MoPac South roadways. Please utilize the option that provides the greatest capacity increase.

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 12:51:33 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Make all toll roads free as soon as they are paid for. The additional populations taxes should cover maintenance. If not, a lot of money is being wasted on ridiculous projects and frivolous projects and planing...

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Rick Greiner
[redacted]
11/20/2015

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): Tom GRIEBEL

ADDRESS: [redacted]

COMMENTS: I support the two(2) Expresslanes and Direct connector to Downtown.

Suggest the North bound entrance Ramp for Barton Skyway be Eliminate to improve the general purpose lanes flow. Merge Lane is too short and the Ramp is used to Que jump.

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

☐ I am employed by TxDOT

☐ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

[redacted]

Honorable Thom Farrell, Mayor, & Members of the Rollingwood City Council

RE: Please take action oppose tolled, elevated lane expansion of Mopac and the connection of South Mopac to Interestate 35

Dear Mayor Farrell and Members of Council:

Please take action to oppose both the expansion of Mopac with tolled and elevated lanes and the connection of South Mopac over to Interstate 35 with the proposed SH 45 SW toll road. With limited access at the south end, Mopac currently serves local commuters. If South Mopac is expanded and connected to I-35, it will be converted from serving local commuters into an alternate I-35 serving long-distance, inter-regional car and truck traffic. This would make traffic on Mopac worse, not better for current Mopac commuters, including Rollingwood residents.

Thank you for your consideration.

Signed: Joan Griffith

Printed Name: Joan Griffith

Address: [redacted]

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 12:40:49 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Pamela Griggs
[redacted]
11/18/2015

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 South
November 13, 2015 at 11:23 AM
[redacted]

Name: Lea Grisemer

Email Address: [redacted]

Subject: MOPAC/LOOP 1 South

Message: Dear CTRMA Staff and Board Members,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial. In addition, it will have an adverse effect on Austin High School.

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose support our public parkland use, green spaces and community values.
I request CTRMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review because the project will significantly impact land over the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Austin High School and City of Austin and City of Rollingwood surrounding neighborhoods.

Sincerely,

Lea v. Grisemer
Rollingwood, TX

(Sent via

From: Lea and Rian Grisemer
To: atomlinson@HNTB.com; [redacted] al.alonzi@dot.gov; [redacted] steve.adler@austintexas.gov; delia.garza@austintexas.gov; ora.houston@austintexas.gov; pio.renteria@austintexas.gov; greg.cesar@austintexas.gov; ann.kitchen@austintexas.gov; don.zimmerman@austintexas.gov; leslie.pool@austintexas.gov; ellen.troxclair@austintexas.gov; kathie.tovo@austintexas.gov; sheri.gallo@austintexas.gov; greg.malatek@txdot.go; mayorfarrell@cityofrollingwood.com; Brigid.Shea@traviscountytx.gov; Barbara.Rush@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; administrator@cityofrollingwood.com; sbeal@mobilityauthority.com; spusteinyk@molilityauthority.com; mespinoza@mobilityauthority.com; mheiligenstein@mobilityauthority.com; [redacted]
Subject: MOPAC South
Date: Friday, November 13, 2015 11:26:28 AM

Dear CTRMA Staff, elected officials and Board Members,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial. In addition, it will have an adverse effect on Austin High School.

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose support our public parkland use, green spaces and community values.

I request CTRMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review because the project will significantly impact land over the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Austin High School and City of Austin and City of Rollingwood surrounding neighborhoods.

Sincerely,

Lea & Rian Grisemer
Rollingwood, TX

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 South
November 13, 2015 at 11:22 AM
[redacted]

Name: Rian Grisemer

Email Address: [redacted]

Subject: MOPAC/LOOP 1 South

Message: Dear CTRMA Staff and Board Members,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial. In addition, it will have an adverse effect on Austin High School.

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Sincerely,

Rian Grisemer
Rollingwood, TX

(Sent via

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 4:30:28 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Melissa Gsbriel
[redacted]
11/20/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 12:42:20 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Sandra Guardado
[redacted]
11/20/2015

From: Austin Chamber of Commerce on behalf of William Gump
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Monday, November 09, 2015 10:10:59 AM

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. William Gump

From: Austin Chamber of Commerce on behalf of Jeff Haeber
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 1:33:33 PM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Jeff Haeber

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 5:10:18 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Bryan Hale
[redacted]
11/20/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 4:10:14 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Jill Hall
[redacted]
11/20/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Jill	Hall	11/20/15	I support and echo the comments submitted by the City of Rollingwood on this matter. No elevated lanes and an EIS should be required before anything is built! Listen to the Rollingwood official position please. Many thanks, Jill Hall

From: Jill Hall
To: [redacted]atomlinson@HNTB.com; [redacted]al.alonzi@dot.gov; [redacted] dsingleton@ctrma.org; steve.adler@austintexas.gov; delia.garza@austintexas.gov; ora.houston@austintexas.gov; pio.renteria@austintexas.gov; greg.cesar@austintexas.gov; ann.kitchen@austintexas.gov; don.zimmerman@austintexas.gov; leslie.pool@austintexas.gov; ellen.troxclair@austintexas.gov; kathie.tovo@austintexas.gov; sheri.gallo@austintexas.gov; greg.malatek@txdot.go; mayorfarrell@cityofrollingwood.com; Brigid.Shea@traviscountytx.gov; Barbara.Rush@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; administrator@cityofrollingwood.com; sbeal@mobilityauthority.com; spusteinyk@molilityauthority.com; mespinoza@mobilityauthority.com; mheiligenstein@mobilityauthority.com
Subject: Official Public Comment MoPac South
Date: Friday, November 20, 2015 4:47:33 PM
Attachments: 11-20-2015 MoPac South Official Public Comment Jill Hall.pdf

Please see my comments attached as a pdf and have them entered into the record. Many thanks, Jill Hall

Jill Hall
[redacted]

JILL HALL

PHONE: [redacted] [redacted] FAX: [redacted]

November 20, 2015

Dear CTRMA Staff and Board Members,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

I ask you to ensure that the plan you choose supports our public parkland use, green spaces and community values. It is vitally important to the future of Austin that you to consider the social, economic, and environmental consequences of building up. Please make sure that the plans you choose support our public park land use, green spaces and community values or you will destroy the very thing that makes Austin special.

Finally, I request CTRMA perform an Environmental Impact Statement due to the unprecedented scope of this project and the resulting harm it will do to the crown jewel of Austin – Zilker Park and its environs. An Environmental Assessment is simply inadequate for a proposed plan of this magnitude.

Sincerely,

Jill Hall
A Concerned Citizen

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 5:35:30 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Terri Hall
[redacted]
11/20/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 7:21:08 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Judith Haller
[redacted]
11/19/2015

From: Mopac South Contact Form
To: dheath@mobilityauthority.com; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#411]
Date: Friday, November 20, 2015 9:42:49 PM

Name * Beki Halpin

Email * [redacted]

Message *

Dear CAMPO, CTRMA, and TxDOT officials,

"Express" is simply a euphemism for "toll." The CTRMA flacks refuse to say"the T word." They're not being honest about that.

If you just added two standard lanes in the middle, not "express," then you don't need expensive flyovers anywhere, either north or south of the river.

The only reason for these flyovers is to allow a privileged toll paying driver to vault over all the other peasants presently stuck in general purpose lanes. To make the few travel faster at the many's expense.
There's also over $4 billion in our taxpayer money per year now available (Prop 1, passed in 2014) and soon to be available (Prop 7, passed in November 2015 election) earmarked exclusively for construction of non-tolled new capacity.

So no legal, practical, or financial necessity presently exists to build tolled lanes and flyovers, even if new capacity is deemed necessary.

Why are we doing this?

Is it because CTRMA is an almost exclusively toll funded agency? Then if that's all they can build, this project needs to be taken out of their hands and given to either TxDOT or CAMPO for a fair and objective review, as the federal law requires.

The best alternative option is taking these phased steps, in order, as the traffic grows:
first, defer or abandon the SH 45 Southwest tollroad project to prevent even more traffic being diverted over to Mopac from I-35 and SH 130
then, free SH 130 from tolls to see how traffic rearranges itself & what traffic diverts from I-35 and Mopac
expand Mopac capacity within the existing footprint using existing wide shoulders where they exist, narrowing lanes with restriping in places, and spot widening of the pavement in others.
then, build two new non-tolled lanes paid for by our state tax dollars, once that is actually needed
initiate passenger commuter rail service on the parallel, existing Union Pacific freight lane, if and when that option ever would become available.
Support more land acquisition and restrictive development regulations further south in the environmentally sensitive aquifer area that is the presently existing 'commute shed' for this road (without SH 45 being completed).
This is a reasonable 20-year plan. Fifty or hundred year provisions aren't reasonable, given the uncertainties about the future and the state of finances for the '99 percent' today.

If we grow wildly after 2040, then all that robust and prosperous new development can pay for the highway expansions that will benefit them then -- not financially strapped taxpaying drivers today.

[Image]

Some Mopac neighbors in Tarrytown finally got soundwalls to shield the noise from a ground level freeway -- only 35 years after it was built. However, the noise from elevated highway lanes or flyovers can't be effectively mitigated with soundwalls.

Everything distinctive and good about central Austin -- neighborhoods, hike & bike trail, lake shore, Zilker, Barton Springs -- faces the threat of ruin by this thoughtless, destructive, elitist, and unnecessary project.

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 4:25:55 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Ethan Ham
[redacted]
11/18/2015

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): PA HAMLET

ADDRESS: [redacted]

COMMENTS: 1) PREFER HOV LANES TO TOLL LANES.

2) MORE MASS TRANSIT SOLUTION(S) TO BUILDING MORE HIGHWAYS.

3) BUYOUT TOLL LANE 130 AND ROUTE TRUCK AND THRU TRAFFIC ON IT.

4) LIGHT RAIL, LIGHT RAIL, LIGHT RAIL!!!

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

☐ I am employed by TxDOT

☐ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

4

[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 12, 2015 9:25:59 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Freeman Handee
[redacted]
11/13/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 9:55:31 PM

Dear TxDOT and CTRMA officials:

Comments for MoPac South Environmental Study- Open House Public Comment Period
Dear CTRMA Board members, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South MoPac expansion toll loop as the real project that is currently being unfairly pushed, piecemeal, onto the Austin community and current MoPac commuters. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to a major interstate thoroughfare.

We are proposing that a comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45 SW/South MoPac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

In the interim, please prioritize making Highways 71 and 183 South; and the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on these routes.

Because of the limited access at the south end, MoPac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand MoPac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert MoPac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic which would rip through the heart of Austin and damage the lifestyle of the neighborhood people.

The proposed plan would essentially convert it to "MoPac Interstate 35 West." Thus, MoPac would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while locals would suffer from costly tolls, and even worse congestion than today.

With the current plan, inter-regional and interstate truck and auto traffic would make its way through our most environmentally sensitive areas in the heart of Austin Neighborhoods. It would direct heavy traffic over the Edwards Aquafer recharge zone, the Flint Ridge Cave recharge zone, over our most cherished recreational areas like Zilker Parkland, over Barton Creek and Barton Springs watersheds, over Town Lake, over our greenbelt parkland hike-bike trails, and essentially over Austin High School.

The current plan to build out MoPac Loop 1 with a double decker bridge over Town Lack would cause harm and cumulative impacts to multiple natural and cultural treasures that currently support a livable Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Lady Bird Lake Park, Austin Pets Alive, the Edwards Aquifer, Barton Springs pool, multiple plant, water and wildlife species, many endangered species, and Austin blind salamanders.

Therefore, we are asking that you remove the proposed new 4-toll lanes and double decker bridge on MoPac over Lady Bird Lake from the transportation plans. We vote for the no build option.

Taking the time to study the entire tolled MoPac Loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on

projects that would benefit, rather than harm, the Austin region. As proposed, toll revenues will only pay half or less of the costs; local taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.
What TxDOT and CTRMA cannot accomplish with billions of dollars, we can achieve with buckets of paint. We want smart lanes, not more pavement and tolls. --We say NO to building a second Interstate 35 through Austin to ruin the heart and soul of Austin along the way.
We want to Keep MoPac

Sincerely,
Freeman Handee
[redacted]
11/20/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Michael Hanrahan [redacted]
Sent: Friday, November 20, 2015 3:17 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 20, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Michael Hanrahan
[redacted]

COMMENTS ON VIRTUAL OPEN HOUSE

Sridhar	Hariharan	11/13/15	I would like to vote for the 2 lanes in EACH direction option. I commute to downtown every day and my wife commutes to Palmer and its a parking lot in rush hour. It is severely affectedly our quality of life and we are contemplating moving away from S.Austin. This is a badly needed solution.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Aaron Haroldsen [redacted]
Sent: Monday, November 16, 2015 3:58 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 16, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Aaron Haroldsen
[redacted]

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 SOUTH
November 19, 2015 at 10:13 PM
[redacted]

Name: Glen Harris

Email Address: [redacted]

Subject: MOPAC/LOOP 1 SOUTH

Message: Dear CTRMA Staff and Board Members,

I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road. The 2-lanes each direction without elevated lanes option meets all of the MoPac South project "goals and objectives" set by CTRMA and this option is consistent with the CAMPO 2040 Long Range Plan. Providing direct access to toll users into the downtown area is not a goal or objective identified by CTRMA or CAMPO for this project

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,
Glen Harris

(Sent via

Charles R. Winfield

From: Glen Harris <[redacted]>
Sent: Thursday, November 19, 2015 10:15 PM
To: [redacted] atomlinson@HNTB.com; [redacted] al.alonzi@dot.gov; [redacted] steve.adler@austintexas.gov; delia.garza@austintexas.gov; ora.houston@austintexas.gov; pio.renteria@austintexas.gov; greg.cesar@austintexas.gov; ann.kitchen@austintexas.gov; don.zimmerman@austintexas.gov; leslie.pool@austintexas.gov; ellen.troxclair@austintexas.gov; kathie.tovo@austintexas.gov; sheri.gallo@austintexas.gov; greg.malatek@txdot.go; mayorfarrell@cityofrollingwood.com; Brigid.Shea@traviscountytx.gov; Barbara.Rush@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; administrator@cityofrollingwood.com; sbeal@mobilityauthority.com; spusteinyk@molilityauthority.com; mespinoza@mobilityauthority.com; mheiligenstein@mobilityauthority.com
Subject: MOPAC/LOOP 1 SOUTH

Dear CTRMA Staff and Board Members,

I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road. The 2-lanes each direction without elevated lanes option meets all of the MoPac South project "goals and objectives" set by CTRMA and this option is consistent with the CAMPO 2040 Long Range Plan. Providing direct access to toll users into the downtown area is not a goal or objective identified by CTRMA or CAMPO for this project

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,
Glen Harris

COMMENTS ON VIRTUAL OPEN HOUSE

lames	Harris	11/1/15	Dear CTRMA Staff and Board Members, As long time residents of the City of Rollingwood, my wife Catherine and I oppose double decker construction over Mo-Pac. For many years since 1981, we have been told that Mo-Pac was a parkway, for local use only----not to be connected to I-35 or any major thoroughfare. Seems there is a change of plans now. Plans made by too many who are not aware of the uniqueness of Austin among Texas cities. We are not Houston, Dallas, San Antonio-----never were and hope we never will be. Austin has hills, rivers, natural beauty that Dallas and Houston never had. Don't destroy the unique character of Austin. Cities on flat lands in Texas have options different from cities with natural beauty and barriers. PLEASE RESPECT WHAT HAS ALWAYS MADE AUSTIN UNIQUE and DO NOT IMITATE MODELS of Texas cities with very different characteristics. We watched as Zilker Park became an even more popular attraction than it was in the 1980's---improvements to the trail, boat docks, easy walking connection to downtown, improved Nature Center, Botanical Gardens-----so much effort, time, money has been spent on making these areas attractive and essentially showcase areas for Austin. Why, now, to save commuters a few minutes, should all of these efforts be at risk from heavy traffic on a double decker highway? We are puzzled at the direction planning is taking in our beautiful Capital city. We don't want Austin to become Houston or Dallas. Houston allowed the state to steal private property, tear up perfectly good railroad tracks from Katy, TX to downtown Houston and replace them with a 16 lane IH-10---just to satisfy commuters who live miles from downtown. They could have, instead of removing the tracks, established a commuter train----what a waste that they did not. Austin should look for better ways than highways. Here are some suggestions: 1. Require employers to stagger the schedules of their employees; or better yet, move to online work----reduce the size of the physical office. 2. Expect State agencies to move many of their operations away from central Austin; even years ago there was a move to locate state agencies away from the Capitol. What happened? 3. Move toward a pedestrian only city center----as many cities in Europe are and some cities in the U.S. A double-decker highway over Lady Bird Lake or Double Decker Wishbone bridges over MoPac would be a disaster. Such highways should never be close to the center of a city---only useful away from towns. We find toll lanes in Texas to be offensive --- on numerous trips to Houston, we find the toll lanes frustrating as the exits are not well marked---just as in north Austin---it is too easy to end up on a toll lane by mistake. CTRMA Goals should be realistic enough that toll lanes are not needed. If we have to choose among toll lanes, we prefer the addition of one toll lane each direction without elevated lanes. MoPac South project "goals and objectives" set by CTRMA need to be consistent with local plans for park land use and the original intent of MoPac. One "fast" lane each direction, without elevated lanes,has the lowest impact to the parks and neighborhoods----it may improve travel time but only until increased population leads to the number of vehicles going off the chart! What happens then? More lanes? PLEASE--not another Houston! Remember, Austin is unique among Texas cities. Reluctantly, we would support 2 Toll lanes each direction without elevated lanes. This option accomplishes the following: -meets MoPac South project "goals and objectives" set by CTRMA -provides consistency with local plans for park land use and with the 2040 Long Range Plan. -has a low immediate impact to the parks and neighborhoods while still significantly improving travel times and capacity on our roadway. - provides reduced congestion and travel time savings for all roadway users in 2035 and is only slightly slower than the option with a Double decker over Lady Bird Lake. -provides reduced congestion and travel time savings for all roadway users in 2035 and is only slightly slower than the option with 40-50 feet elevated Wishbone bridges over MoPac. - cost is $30 Million less than the Wishbone concept and $40 million less lane the Double Decker Decker concept. - minimizes impact to our water quality and lowers the impact on the natural and human environment by not building elevated structures near neighborhoods or Lady Bird Lake. - will be more likely to be delivered in a timely manner because it requires no right of way be taken from Zilker Park, Lady Bird Lake or Lamar Beach Park. We also support the addition of the sidewalk on the west side of MoPac from Lady Bird Lake to Barton Creek Mall. Instead of an 8' sidewalk we would like an 11' multi-use path to accommodate bikes and pedestrians and connect seamlessly with Phase III of the MoPac bicycle and Pedestrian project. Please make sure to fully consider the social, economic, and environmental consequences. Please ensure the plans you choose support our public park land use, green spaces and community values! We are also puzzled that all this planning and money is not aimed at FIRST improving IH35. After all---it is not just commuters, it is traffic from Minneapolis to Laredo! Respectfully submitted, Jim and Catherine Harris, City of Rollingwood

Charles R. Winfield

From: Thomas Farrell <mayorfarrell@cityofrollingwood.com>
Sent: Sunday, November 15, 2015 7:18 PM
To: Charles R. Winfield
Subject: Fwd: RW citizen response to CTRMA
Attachments: CTRMA Letter Nov 2015.docx; Untitled attachment 00043.htm

Begin forwarded message:

From: Harris [redacted]
Subject: RW citizen response to CTRMA
Date: November 15, 2015 at 1:42:43 PM CST
To: mayorfarrell@cityofrollingwood.com

Jim and Catherine Harris
[redacted]

Dear CTRMA Staff and Board Members,

As long time residents of the City of Rollingwood, my wife Catherine and I oppose double decker construction over Mo-Pac. For many years since 1981, we have been told that Mo-Pac was a parkway, for local use only----not to be connected to I-35 or any major thoroughfare.

Seems there is a change of plans now. Plans made by too many who are not aware of the uniqueness of Austin among Texas cities. We are not Houston, Dallas, San Antonio-----never were and hope we never will be. Austin has hills, rivers, natural beauty that Dallas and Houston never had. Don't destroy the unique character of Austin. Cities on flat lands in Texas have options different from cities with natural beauty and barriers. PLEASE

RESPECT WHAT HAS ALWAYS MADE AUSTIN UNIQUE and DO NOT IMITATE MODELS of Texas cities with very different characteristics.

We watched as Zilker Park became an even more popular attraction than it was in the 1980's---improvements to the trail, boat docks, easy walking connection to downtown, improved Nature Center, Botanical Gardens-----so much effort, time, money has been spent on making these areas attractive and essentially showcase areas for Austin.

Why, now, to save commuters a few minutes, should all of these efforts be at risk from heavy traffic on a double decker highway? We are puzzled at the direction planning is taking in our beautiful Capital city. We don't want Austin to become Houston or Dallas.

Houston allowed the state to steal private property, tear up perfectly good railroad tracks from Katy, TX to downtown Houston and replace them with a 16 lane IH-10---just to satisfy commuters who live miles from downtown. They could have, instead of removing the tracks, established a commuter train----what a waste that they did not. Austin should look for better ways than highways. Here are some suggestions:

1. Require employers to stagger the schedules of their employees; or better yet, move to online work----reduce the size of the physical office.

2. Expect State agencies to move many of their operations away from central Austin; even years ago there was a move to locate state agencies away from the Capitol. What happened?

3. Move toward a pedestrian only city center----as many cities in Europe are and some cities in the U.S.

A double-decker highway over Lady Bird Lake or Double Decker Wishbone bridges over MoPac would be a disaster. Such highways should never be close to the center of a city---only useful away from towns.

We find toll lanes in Texas to be offensive --- on numerous trips to Houston, we find the toll lanes frustrating as the exits are not well marked---just as in north Austin--- it is too easy to end up on a toll lane by mistake. CTRMA Goals should be realistic enough that toll lanes are not needed.

If we have to choose among toll lanes, we prefer the addition of one toll lane each direction without elevated lanes. MoPac South project "goals and objectives" set by CTRMA need to be consistent with local plans for park land use and the original intent of MoPac.

One "fast" lane each direction, without elevated lanes,has the lowest impact to the parks and neighborhoods----it may improve travel time but only until increased population leads to the number of vehicles going off the chart! What happens then? More lanes? PLEASE--not another Houston! Remember, Austin is unique among Texas cities.

Reluctantly, we would support 2 Toll lanes each direction without elevated lanes. This

option accomplishes the following:

-meets MoPac South project "goals and objectives" set by CTRMA

-provides consistency with local plans for park land use and with the 2040 Long Range Plan.

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- provides reduced congestion and travel time savings for all roadway users in 2035 and is only slightly slower than the option with a Double decker over Lady Bird Lake.

-provides reduced congestion and travel time savings for all roadway users in 2035 and is only slightly slower than the option with 40-50 feet elevated Wishbone bridges over MoPac.

- cost is $30 Million less than the Wishbone concept and $40 million less lane the Double Decker Decker concept.

- minimizes impact to our water quality and lowers the impact on the natural and human environment by not building elevated structures near neighborhoods or Lady Bird Lake.

- will be more likely to be delivered in a timely manner because it requires no right of way be taken from Zilker Park, Lady Bird Lake or Lamar Beach Park.

We also support the addition of the sidewalk on the west side of MoPac from Lady Bird Lake to Barton Creek Mall. Instead of an 8' sidewalk we would like an 11' multi-use path to accommodate bikes and pedestrians and connect seamlessly with Phase III of the MoPac bicycle and Pedestrian project.

Please make sure to fully consider the social, economic, and environmental consequences. Please ensure the plans you choose support our public park land use, green spaces and community values!

We are also puzzled that all this planning and money is not aimed at FIRST improving IH35. After all---it is not just commuters, it is traffic from Minneapolis to Laredo!

Respectfully submitted,

Jim and Catherine Harris, City of Rollingwood

From: Austin Chamber of Commerce on behalf of Mark Harris
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 11:03:41 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

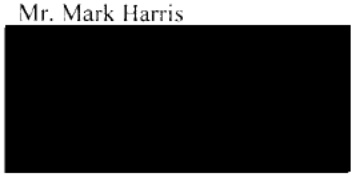
Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Mark Harris



Honorable Thom Farrell, Mayor, & Members of the Rollingwood City Council

RE: Please take action oppose tolled, elevated lane expansion of Mopac and the connection of South Mopac to Interestate 35

Dear Mayor Farrell and Members of Council:

Please take action to oppose both the expansion of Mopac with tolled and elevated lanes and the connection of South Mopac over to Interstate 35 with the proposed SH 45 SW toll road. With limited access at the south end, Mopac currently serves local commuters. If South Mopac is expanded and connected to I-35, it will be converted from serving local commuters into an alternate I-35 serving long-distance, inter-regional car and truck traffic. This would make traffic on Mopac worse, not better for current Mopac commuters, including Rollingwood residents.

Thank you for your consideration.

Signed: Dorothy Harris

Printed Name: N Harris

Address: [redacted]

From: Squarespace [redacted]
Subject: Form Submission - New Form - MOPAC/Loop 1 South comments on proposed plans
Date: November 19, 2015 at 9:39 PM
To: [redacted]

Name: Natasha Harris

Email Address: [redacted]

Subject: MOPAC/Loop 1 South comments on proposed plans

Message: Dear CTRMA Staff and Board Members,

I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will completely destroy the aesthetic of the cities' beloved outdoor spaces including Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, the hike and bike trail and Lady Bird Lake; as well as negatively impacting Austin High school. Austin is known for its outdoor green spaces. These spaces differentiate us from other cities and are a large part of what makes Austin such a special place. Please do not turn us into Dallas or Houston by building elevated lanes through the heart of Austin. Many of us chose to live in Austin, as opposed to Dallas or Houston, because of it's beauty, outdoor spaces and comparative lack of concrete infrastructure and strip malls that are all over Dallas and Houston. In Austin you can see trees and green spaces and water. In Dallas and Houston you see highways and flyovers and more highways and flyovers. Please please do not ruin Mopac and surrounding green spaces and neighborhoods with elevated lanes.

Additionally, with the significant changes in the 2015 traffic data presented to the public since the Feb 2015 open house and the major changes approved by voters for regional non-tolled road funding in the recent election, CTRMA's current study should reexamine alternatives to converting MoPac South into a toll road. HOV and transit only lanes should be compared with the toll and general purpose lane options proposed to give the public an understanding of why toll lanes are being considered as the only option.

I request CTRMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review because the project will significantly impact land over the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Austin High School and City of Austin, City of Rollingwood and surrounding neighborhoods.

If toll lanes must be built the "2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway.

Additionally, I feel more information needs to be shared with the public about why elevated lanes are recommended for the Cesar Chavez exit, but not for the many other toll lane exit points along Mopac? The toll road exit point that you are proposing placing before the Enfield exit on northbound Mopac is an inside lane exit with a very very short ramp for cars to exit the toll road and merge into general northbound traffic. It is positioned at a point where northbound traffic merges down from 4 lanes to 3 lanes over the river, and where there is already congestion during morning and afternoon peak times. This inside toll lane exit, positioned before Enfield road, is the exit for all toll lane traffic planning to exit at Windsor, Westover, 35th, 45th, and 2222 to use – one toll lane exit servicing 5 Mopac exits. Where is the information to support the need for expensive, industrial elevated lanes to service a single exit at Cesar Chavez? Additionally, this proposed toll lane exit before Enfield creates a new, potentially dangerous bottleneck into Mopac North right after the river that will potentially back up traffic across the bridge

Also, in reviewing the traffic data provided by CTRMA there is twice as much daily volume of cars exiting and entering Bee Caves at Mopac than at Cesar Chavez. Improvements to the Bee Caves Road interchange need to be considered as part of the plan if we are going to take a comprehensive approach to Mopac South. Bee Caves Road is a major artery into Mopac South, and by not considering this intersection I feel the CTRMA plan is very short-sighted.

I also support the addition of an 11' multi-use path on the west side of MoPac from Lady Bird Lake to Barton Creek Mall. Instead of the proposed 8' sidewalk, I would like to see an 11' multi-use path that can accommodate both bikes and pedestrians and will connect and seamlessly with Phase III of the MoPac bicycle and Pedestrian project.

Thank you for your time

Sincerely,

Natasha Harris
Please make sure to fully consider the social, economic, and environmental consequences of building up. Please ensure the plans you choose support our public park land use, green spaces and community values.

(Sent via

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Sunday, November 08, 2015 11:05:16 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Andrew Harrod
[redacted]
11/09/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Julia Harrod [redacted]
Sent: Wednesday, November 18, 2015 2:21 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Julia Harrod
[redacted]

Honorable Thom Farrell, Mayor, & Members of the Rollingwood City Council

RE: Please take action oppose tolled, elevated lane expansion of Mopac and the connection of South Mopac to Interestate 35

Dear Mayor Farrell and Members of Council:

Please take action to oppose both the expansion of Mopac with tolled and elevated lanes and the connection of South Mopac over to Interstate 35 with the proposed SH 45 SW toll road. With limited access at the south end, Mopac currently serves local commuters. If South Mopac is expanded and connected to I-35, it will be converted from serving local commuters into an alternate I-35 serving long-distance, inter-regional car and truck traffic. This would make traffic on Mopac worse, not better for current Mopac commuters, including Rollingwood residents.

Thank you for your consideration.

Signed: Ananda Haughtaling

Printed Name: Ananda Haughtaling

Address: [redacted]

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 8:30:41 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Christine Hawkes
[redacted]
11/19/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Lance	Hay	11/5/15	As two express lanes only cost 10% more to build and will reduce toll costs I strongly support building two express lanes with direct connect. Getting around faster for a lower toll is good. Cheers, Lance

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Monday, November 09, 2015 2:31 PM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#381]

Name * John Hayek

Email * [redacted]

Address [redacted]

Message *

I live in Circle C Ranch, On the Park....I've read about some of the work being proposed to help reduce noise for the proposed new intersections at Slaughter and LaCrosse. Is there a reason why a lot of the existing vegetation could not be left to also block noise...I know it must be easier to remove but one of the great things about Circle C is the extra effort and work that was done to preserve as many trees/natural vegetation in area...don't know why this would not continue with the road improvements?

What I have not seen and would be interested to learn more about is the proposed lighting for the new intersections. Again, one of the great things about Circle C is that the community has been very sensitive to minimizing light pollution in the neighborhood...a really awesome feature of the community is that you can go in your backyard at night and still see lots and lots of starts....I live in "On the Park" and I am very fearful that way too many lights are going to line to the new roads and that there will be a crazy number of stadium lights to "brighten" the intersections that will significant contribute unnecessary light pollution in our great neighborhood. Would be very interested to hear how the project managers are planning to use the least amount of roadway lighting possible in this area to preserve the night sky for families in the neighborhoods.

Final comment, who can we talk to in order to get the multi-use path proposed between Slaughter and LaCross extended all the way around the rest of the loop ending at 1826? Many, many bikers use MoPAC between LaCross and 18126 and a multi-use path that continues around is really needed from a safe travel perspective.

Thank you for soliciting feedback on this important work.

Best,

John

From: Austin Chamber of Commerce on behalf of Jerry Heare
To: Abby.Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 10:34:52 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Jerry Heare

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 6:36:29 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
tomas heikkala
[redacted]
11/21/2015

Court Reporter Comment:

MR. JAVED HELALI:

As I said, we are paying toll twice. Once to enter it, once to come out of it. That means to use it and not to use it, we are paying toll. And my second point is, when does the toll end? I mean, you take the toll because of – you want to finish -- replenish the cost of the thing. The cost is never replenished? Once a toll road is there, it's always a toll road. It never becomes non-toll. So what I'm trying to say is that once that amount of money which has been spent on the bridge or whatever it is has been recouped, the toll should stop.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Fred Heldenfels IV [redacted]
Sent: Monday, November 09, 2015 12:41 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Fred Heldenfels IV
[redacted]

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 3:20:24 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Adrian Helen
[redacted]
11/19/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: ADRIAN HELEN

Address: [redacted]

[redacted] Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

STUDY ALL OF IT BEFORE BUILDING ANY OF IT
- COMBINE ENVIRONMENTAL STUDIES OF ALL PARTS OF PROPOSED SH 45 SW BEFORE POURING CONCRETE

NONE OF THE ABOVE
- DO NOT RESTRICT OPTIONS TO THE SIX PROPOSED TOLL ROAD OPTIONS

CONSIDER RUSH-HOUR HOV LANES, PARK AND RIDES, PUBLIC TRANSIT OPTIONS, IMPROVED INTERSECTIONS, AND ABOVE ALL WAIT TO SEE THE IMPACT OF THE UNFINISHED EXPRESS LANES ON MOPAC.

TRY HARDER TO GET TRAFFIC TO USE SH-130

INVEST IN IMPROVING IH35 INSTEAD

INVEST IN URBAN HOUSING OVER NEW SUBURBS TO SHORTEN AVERAGE JOURNEYS

PLEASE DO NOT DESTROY BEAUTIFUL AUSTIN!

A Helen

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 2:00:47 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
alex hendrex
[redacted]
11/20/2015

From: Austin Chamber of Commerce on behalf of Tim Hendricks
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 11:03:40 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Tim Hendricks

From: Austin Chamber of Commerce on behalf of James Herrin
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 1:03:30 PM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

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Sincerely,

Mr. James Herrin

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Phil Herring [redacted]
Sent: Friday, November 20, 2015 3:17 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 20, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mr. Phil Herring
[redacted]

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 12:05:30 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Raul Gonzalez
[redacted]
11/19/2015

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): Sherry Goodrum

ADDRESS: [redacted]

COMMENTS:

- My preference, even though it impacts me directly is the wishbone option (elevated lanes at Barton Skyway) - it makes sense and seems safe.
- I do not think the merge option is safe.
- I do not think we should take any part of Zilker or Lady Bird Lake. Town Lake is the heartbeat of our city and we need to preserve it.
- We all need to compromise for the long term benefit of our city.

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

☐ I am employed by TxDOT

☐ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

[redacted]

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 3:45:37 PM

Dear TxDOT and CTRMA officials:

I am writing to you because I have seen the plans for all the improvements for MOPAC and IH 35. I am very concerned about the plan to connect IH 35 and MOPAC via the proposed SH 45. There is no way i can see that people will not take it to go to MOPAC rather than 130. Everybody dreads IH 35. I can't do anything about that but I don't want you all to fix things so that MOPAC becomes like IH 35 with the trucks and gridlock. Please let us see ALL the proposed plans and give you feedback. I agree with the following.

Pllease include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Janice Goodspeed
[redacted]
11/19/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Janice Goodspeed

Address: [redacted]

[redacted] Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

I am concerned about the horrible traffic that has developed in Austin within the last 10 yrs. I do not like toll roads because I believe they are unfair ~~to~~ to those who are low income. I think ~~this~~ there are other ways to manage traffic such as HOV lanes, abundant park & ride stations with reliable & adequate public transportation. We can't just keep building more roads - it just encourages more cars which necessitate more roads - and it just goes on like a loop.

I want those in charge of this MOPAC improvement project to include the proposed completion of SH 45 SW too and all other proposed pieces of the MOPAC improvement. Because they are all part of one piece. I am concerned about the effect of the SH 45 SW project. I believe it will divert traffic from IH-35 to MOPAC. Then MOPAC will be as bad as IH-35. I live about a half mile from MOPAC & do not want this to happen.

Please think outside the box and try something different that conserves our environmental beauty, reduces pollution & traffic without toll roads. Pay off the 130 toll road & send the trucks there - not to MOPAC.

From: Austin Chamber of Commerce on behalf of Frank Gordon
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 10:33:22 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Frank Gordon

From: Austin Chamber of Commerce on behalf of Luke Gosda
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 2:33:40 PM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

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Sincerely,

Mr. Luke Gosda

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 4:00:27 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Please understand I am not completely opposed to any of this but I do want a comprehensive study done regarding the whole project and not just bits and pieces.

Cc: Austin area local, State and Federal officials

Sincerely,
Delwin Goss
[redacted]
11/18/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 9:15:18 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
CURTIS GRACE
[redacted]
11/19/2015

From: Austin Chamber of Commerce on behalf of Shawn Graham
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 12:33:30 PM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

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Sincerely,

Mr. Shawn Graham
[redacted]

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Thursday, November 19, 2015 2:52 PM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#402]

Name *

Angela Grasse

Email *

Address

Message *

Good afternoon - I wanted to express my support for the MOPAC South extension. WE MUST do something about our traffic in Austin, NOW! Waiting for the perfect solution that everyone can agree on doesn't seem to be happening!! Every day we wait, is one more day that we all feel the affects of gridlock that negatively impacts our City, our lives, our environment, etc. Something has to happen, NOW.

Thank you.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Joe Grasso [redacted]
Sent: Friday, November 20, 2015 4:46 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 20, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Joe Grasso
[redacted]

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 7:45:41 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Diane Graves
[redacted]
11/19/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 10:35:39 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Paulette Gravois
[redacted]
11/20/2015

From: Austin Chamber of Commerce on behalf of Ryan Gray
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 12:33:30 PM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

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Sincerely,

Mr. Ryan Gray

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Allen Green [redacted]

Sent: Thursday, November 19, 2015 1:23 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mr. Allen Green
[redacted]

COMMENTS ON VIRTUAL OPEN HOUSE

Jon	Green	11/4/15	Dear CTRMA Staff and Board Members, Please do not add a double-decker over Lady Bird Lake or Double Decker Wishbone bridges over MoPac. I support the addition of 2 Toll lanes each direction without elevated lanes. This balanced solution best addresses traffic needs while keeping the interests of neighborhoods and the community at large at the top of the priority list, where they belong, and it offers a superior cost:benefit ratio versus double-decker options. I also support the addition of an 11' multi-use path on the west side of MoPac from Lady Bird Lake to Barton Creek Mall to accommodate bikes and pedestrians, connected seamlessly with Phase III of the MoPac bicycle and Pedestrian project. Please be sure to fully consider ALL social, economic, and environmental consequences and ensure the plans you choose support public park land use, green spaces and community values.

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 SOUTH
November 15, 2015 at 3:52 PM
[redacted]

Name: Laurie Green

Email Address [redacted]

Subject: MOPAC/LOOP 1 SOUTH

Message: Dear STRMA Staff and Board Members,

I was disturbed to hear about the proposals for elevated toll lanes over MoPac because I don't believe they have the best interest of Austin residents in mind. Please record that I strongly oppose the proposed double decker roadways over Lady Bird Lake and two wishbone bridges over MoPac. At a time when cities that built such road systems decades ago are now dismantling them in favor of usable community spaces, I am appalled that plans to build such structures over the loveliest parts of the city would be considered.

Please oppose these plans and seek other options that would have little or not impact on the most beautiful, renowned aspects of Austin: Ladybird Lake, the greenbelt and Zilker Park, and the neighborhoods that surround the area.

More generally, I want to see public transit options; I don't want to have Austin start looking like Houston, with the kinds of disastrous affects on neighborhoods and communities that occurred when that built its highway system.

Sincerely,

Laurie Green

(Sent via

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 6:10:14 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Ryan Green
[redacted]
11/20/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 9:46:11 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Ben Greene
[redacted]
11/20/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 9:40:31 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Kate Greene
[redacted]
11/20/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 2:45:16 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
SANDRA GREGOR
[redacted]
11/19/2015

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Thursday, November 12, 2015 7:03 AM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#392]

Name Brian Greig

*

Email [redacted]

*

Message *

We need as many lanes as possible added to MoPac now. You are building for the future, not just today, and constructing for future needs now is not only less expensive, it avoids the traffic delays construction in the future will cause if you adopt a piecemeal approach. I have often wondered why transportation agencies have lacked foresight to build for long term needs as I sit through periodic upgrades of streets and highways.

Those opposing added capacity to MoPac were the same folks who opposed the highway to begin with, yet they must admit it is certainly necessary and well used today. We read that traffic due to inadequate roads is the biggest complaint of citizens, yet the activist class seeks to stifle increasing transportation resources like the proposed MoPac South roadways. Please utilize the option that provides the greatest capacity increase.

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 12:51:33 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Make all toll roads free as soon as they are paid for. The additional populations taxes should cover maintenance. If not, a lot of money is being wasted on ridiculous projects and frivolous projects and planing...

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Rick Greiner
[redacted]
11/20/2015

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): Tom GRIEBEL

ADDRESS: [redacted]

COMMENTS: I support the two(2) Expresslanes and Direct Connector to Downtown.

Suggest the North Bound Entrance Ramp for Barton Skyway be Eliminate to improve the general purpose lanes flow. Merge Lane is too short and the Ramp is used to Que jump.

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

☐ I am employed by TxDOT

☐ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

[redacted]

Honorable Thom Farrell, Mayor, & Members of the Rollingwood City Council

RE: Please take action oppose tolled, elevated lane expansion of Mopac and the connection of South Mopac to Interestate 35

Dear Mayor Farrell and Members of Council:

Please take action to oppose both the expansion of Mopac with tolled and elevated lanes and the connection of South Mopac over to Interstate 35 with the proposed SH 45 SW toll road. With limited access at the south end, Mopac currently serves local commuters. If South Mopac is expanded and connected to I-35, it will be converted from serving local commuters into an alternate I-35 serving long-distance, inter-regional car and truck traffic. This would make traffic on Mopac worse, not better for current Mopac commuters, including Rollingwood residents.

Thank you for your consideration.

Signed: Joan Griffith

Printed Name: Joan Griffith

Address: [redacted]

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 12:40:49 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Pamela Griggs
[redacted]
11/18/2015

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 South
November 13, 2015 at 11:23 AM
[redacted]

Name: Lea Grisemer

Email Address: [redacted]

Subject: MOPAC/LOOP 1 South

Message: Dear CTRMA Staff and Board Members,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial. In addition, it will have an adverse effect on Austin High School.

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose support our public parkland use, green spaces and community values.
I request CTRMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review because the project will significantly impact land over the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Austin High School and City of Austin and City of Rollingwood surrounding neighborhoods.

Sincerely,

Lea v. Grisemer
Rollingwood, TX

(Sent via

From: Lea and Rian Grisemer
To: atomlinson@HNTB.com; [redacted] al.alonzi@dot.gov; [redacted] steve.adler@austintexas.gov; delia.garza@austintexas.gov; ora.houston@austintexas.gov; pio.renteria@austintexas.gov; greg.cesar@austintexas.gov; ann.kitchen@austintexas.gov; don.zimmerman@austintexas.gov; leslie.pool@austintexas.gov; ellen.troxclair@austintexas.gov; kathie.tovo@austintexas.gov; sheri.gallo@austintexas.gov; greg.malatek@txdot.go; mayorfarrell@cityofrollingwood.com; Brigid.Shea@traviscountytx.gov; Barbara.Rush@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; administrator@cityofrollingwood.com; sbeal@mobilityauthority.com; spusteinyk@molilityauthority.com; mespinoza@mobilityauthority.com; mheiligenstein@mobilityauthority.com; [redacted]
Subject: MOPAC South
Date: Friday, November 13, 2015 11:26:28 AM

Dear CTRMA Staff, elected officials and Board Members,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial. In addition, it will have an adverse effect on Austin High School.

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Sincerely,

Lea & Rian Grisemer
Rollingwood, TX

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 South
November 13, 2015 at 11:22 AM
[redacted]

Name: Rian Grisemer

Email Address: [redacted]

Subject: MOPAC/LOOP 1 South

Message: Dear CTRMA Staff and Board Members,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial. In addition, it will have an adverse effect on Austin High School.

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Sincerely,

Rian Grisemer
Rollingwood, TX

(Sent via

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 4:30:28 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Melissa Gsbriel
[redacted]
11/20/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 12:42:20 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

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Cc: Austin area local, State and Federal officials

Sincerely,
Sandra Guardado
[redacted]
11/20/2015

From: Austin Chamber of Commerce on behalf of William Gump
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Monday, November 09, 2015 10:10:59 AM

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

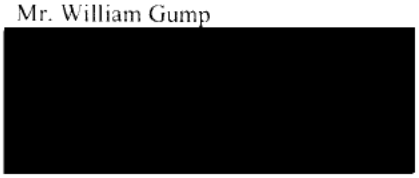
Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. William Gump



From: Austin Chamber of Commerce on behalf of Jeff Haeber
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 1:33:33 PM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Jeff Haeber

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 5:10:18 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Bryan Hale
[redacted]
11/20/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 4:10:14 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Jill Hall
[redacted]
11/20/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Jill	Hall	11/20/15	I support and echo the comments submitted by the City of Rollingwood on this matter. No elevated lanes and an EIS should be required before anything is built! Listen to the Rollingwood official position please. Many thanks, Jill Hall

From: Jill Hall

To: [redacted], atomlinson@HNTB.com; [redacted] al.alonzi@dot.gov; [redacted] steve.adler@austintexas.gov; delia.garza@austintexas.gov; ora.houston@austintexas.gov; pio.renteria@austintexas.gov; greg.cesar@austintexas.gov; ann.kitchen@austintexas.gov; don.zimmerman@austintexas.gov; leslie.pool@austintexas.gov; ellen.troxclair@austintexas.gov; kathie.tovo@austintexas.gov; sheri.gallo@austintexas.gov; greg.malatek@txdot.go; mayorfarrell@cityofrollingwood.com; Brigid.Shea@traviscountytx.gov; Barbara.Rush@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; administrator@cityofrollingwood.com; sbeal@mobilityauthority.com; spusteinyk@molilityauthority.com; mespinoza@mobilityauthority.com; mheiligenstein@mobilityauthority.com

Subject: Official Public Comment MoPac South

Date: Friday, November 20, 2015 4:47:33 PM

Attachments: 11-20-2015 MoPac South Official Public Comment Jill Hall.pdf

Please see my comments attached as a pdf and have them entered into the record. Many thanks, Jill Hall

Jill Hall

[redacted]

JILL HALL
[redacted]
PHONE [redacted] FAX: [redacted]

November 20, 2015

Dear CTRMA Staff and Board Members,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

I ask you to ensure that the plan you choose supports our public parkland use, green spaces and community values. It is vitally important to the future of Austin that you to consider the social, economic, and environmental consequences of building up. Please make sure that the plans you choose support our public park land use, green spaces and community values or you will destroy the very thing that makes Austin special.

Finally, I request CTRMA perform an Environmental Impact Statement due to the unprecedented scope of this project and the resulting harm it will do to the crown jewel of Austin – Zilker Park and its environs. An Environmental Assessment is simply inadequate for a proposed plan of this magnitude.

Sincerely,

Jill Hall
A Concerned Citizen

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 5:35:30 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Terri Hall
[redacted]
11/20/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 7:21:08 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Judith Haller
[redacted]
11/19/2015

From: Mopac South Contact Form
To: dheath@mobilityauthority.com; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#411]
Date: Friday, November 20, 2015 9:42:49 PM

Name * Beki Halpin

Email * [redacted]

Message *

Dear CAMPO, CTRMA, and TxDOT officials,

"Express" is simply a euphemism for "toll." The CTRMA flacks refuse to say"the T word." They're not being honest about that.

If you just added two standard lanes in the middle, not "express," then you don't need expensive flyovers anywhere, either north or south of the river.

The only reason for these flyovers is to allow a privileged toll paying driver to vault over all the other peasants presently stuck in general purpose lanes. To make the few travel faster at the many's expense.
There's also over $4 billion in our taxpayer money per year now available (Prop 1, passed in 2014) and soon to be available (Prop 7, passed in November 2015 election) earmarked exclusively for construction of non-tolled new capacity.

So no legal, practical, or financial necessity presently exists to build tolled lanes and flyovers, even if new capacity is deemed necessary.

Why are we doing this?

Is it because CTRMA is an almost exclusively toll funded agency? Then if that's all they can build, this project needs to be taken out of their hands and given to either TxDOT or CAMPO for a fair and objective review, as the federal law requires.

The best alternative option is taking these phased steps, in order, as the traffic grows:
first, defer or abandon the SH 45 Southwest tollroad project to prevent even more traffic being diverted over to Mopac from I-35 and SH 130
then, free SH 130 from tolls to see how traffic rearranges itself & what traffic diverts from I-35 and Mopac
expand Mopac capacity within the existing footprint using existing wide shoulders where they exist, narrowing lanes with restriping in places, and spot widening of the pavement in others.
then, build two new non-tolled lanes paid for by our state tax dollars, once that is actually needed
initiate passenger commuter rail service on the parallel, existing Union Pacific freight lane, if and when that option ever would become available.
Support more land acquisition and restrictive development regulations further south in the environmentally sensitive aquifer area that is the presently existing 'commute shed' for this road (without SH 45 being completed).
This is a reasonable 20-year plan. Fifty or hundred year provisions aren't reasonable, given the uncertainties about the future and the state of finances for the '99 percent' today.

If we grow wildly after 2040, then all that robust and prosperous new development can pay for the highway expansions that will benefit them then -- not financially strapped taxpaying drivers today.

[Image]

Some Mopac neighbors in Tarrytown finally got soundwalls to shield the noise from a ground level freeway -- only 35 years after it was built. However, the noise from elevated highway lanes or flyovers can't be effectively mitigated with soundwalls.

Everything distinctive and good about central Austin -- neighborhoods, hike & bike trail, lake shore, Zilker, Barton Springs -- faces the threat of ruin by this thoughtless, destructive, elitist, and unnecessary project.

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 4:25:55 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Ethan Ham
[redacted]
11/18/2015

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): RA HAMLET

ADDRESS: [redacted]

COMMENTS: 1) PREFER HOV LANES TO TOLL LANES.
2) MORE MASS TRANSIT SOLUTION(S) TO BUILDING MORE HIGHWAYS.
3) BUYOUT TOLL LANE I30 AND ROUTE TRUCK AND THRU TRAFFIC ON IT.
4) LIGHT RAIL, LIGHT RAIL, LIGHT RAIL !!!

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

☐ I am employed by TxDOT

☐ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

[redacted]

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 12, 2015 9:25:59 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Freeman Handee
[redacted]
11/13/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 9:55:31 PM

Dear TxDOT and CTRMA officials:

Comments for MoPac South Environmental Study- Open House Public Comment Period
Dear CTRMA Board members, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South MoPac expansion toll loop as the real project that is currently being unfairly pushed, piecemeal, onto the Austin community and current MoPac commuters. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to a major interstate thoroughfare.

We are proposing that a comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45 SW/South MoPac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase 1 of SH 45 SW.

In the interim, please prioritize making Highways 71 and 183 South; and the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on these routes.

Because of the limited access at the south end, MoPac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand MoPac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert MoPac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic which would rip through the heart of Austin and damage the lifestyle of the neighborhood people.

The proposed plan would essentially convert it to "MoPac Interstate 35 West." Thus, MoPac would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while locals would suffer from costly tolls, and even worse congestion than today.

With the current plan, inter-regional and interstate truck and auto traffic would make its way through our most environmentally sensitive areas in the heart of Austin Neighborhoods. It would direct heavy traffic over the Edwards Aquafer recharge zone, the Flint Ridge Cave recharge zone, over our most cherished recreational areas like Zilker Parkland, over Barton Creek and Barton Springs watersheds, over Town Lake, over our greenbelt parkland hike-bike trails, and essentially over Austin High School.

The current plan to build out MoPac Loop 1 with a double decker bridge over Town Lack would cause harm and cumulative impacts to multiple natural and cultural treasures that currently support a livable Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Lady Bird Lake Park, Austin Pets Alive, the Edwards Aquifer, Barton Springs pool, multiple plant, water and wildlife species, many endangered species, and Austin blind salamanders.

Therefore, we are asking that you remove the proposed new 4-toll lanes and double decker bridge on MoPac over Lady Bird Lake from the transportation plans. We vote for the no build option.

Taking the time to study the entire tolled MoPac Loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on

projects that would benefit, rather than harm, the Austin region. As proposed, toll revenues will only pay half or less of the costs; local taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.
What TxDOT and CTRMA cannot accomplish with billions of dollars, we can achieve with buckets of paint. We want smart lanes, not more pavement and tolls. --We say NO to building a second Interstate 35 through Austin to ruin the heart and soul of Austin along the way.
We want to Keep MoPac

Sincerely,
Freeman Handee
[redacted]
11/20/2015

John Whitfield

From: Austin Chamber of Commerce [[redacted]] on behalf of Michael Hanrahan [[redacted]]
Sent: Friday, November 20, 2015 3:17 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 20, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Michael Hanrahan
[redacted]

COMMENTS ON VIRTUAL OPEN HOUSE

Sridhar	Hariharan	11/13/15	I would like to vote for the 2 lanes in EACH direction option. I commute to downtown every day and my wife commutes to Palmer and its a parking lot in rush hour. It is severely affectedly our quality of life and we are contemplating moving away from S.Austin. This is a badly needed solution.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Aaron Haroldsen [redacted]
Sent: Monday, November 16, 2015 3:58 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 16, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mr. Aaron Haroldsen
[redacted]

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 SOUTH
November 19, 2015 at 10:13 PM
[redacted]

Name: Glen Harris

Email Address [redacted]

Subject: MOPAC/LOOP 1 SOUTH

Message: Dear CTRMA Staff and Board Members,

I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road. The 2-lanes each direction without elevated lanes option meets all of the MoPac South project "goals and objectives" set by CTRMA and this option is consistent with the CAMPO 2040 Long Range Plan. Providing direct access to toll users into the downtown area is not a goal or objective identified by CTRMA or CAMPO for this project

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,
Glen Harris

(Sent via

Charles R. Winfield

From: Glen Harris [redacted]
Sent: Thursday, November 19, 2015 10:15 PM
To: [redacted] atomlinson@HNTB.com; [redacted] al.alonzi@dot.gov; [redacted] steve.adler@austintexas.gov; delia.garza@austintexas.gov; ora.houston@austintexas.gov; pio.renteria@austintexas.gov; greg.cesar@austintexas.gov; ann.kitchen@austintexas.gov; don.zimmerman@austintexas.gov; leslie.pool@austintexas.gov; ellen.troxclair@austintexas.gov; kathie.tovo@austintexas.gov; sheri.gallo@austintexas.gov; greg.malatek@txdot.go; mayorfarrell@cityofrollingwood.com; Brigid.Shea@traviscountytx.gov; Barbara.Rush@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; administrator@cityofrollingwood.com; sbeal@mobilityauthority.com; spusteinyk@molilityauthority.com; mespinoza@mobilityauthority.com; mheiligenstein@mobilityauthority.com
Subject: MOPAC/LOOP 1 SOUTH

Dear CTRMA Staff and Board Members,

I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road. The 2-lanes each direction without elevated lanes option meets all of the MoPac South project "goals and objectives" set by CTRMA and this option is consistent with the CAMPO 2040 Long Range Plan. Providing direct access to toll users into the downtown area is not a goal or objective identified by CTRMA or CAMPO for this project

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,
Glen Harris

COMMENTS ON VIRTUAL OPEN HOUSE

ames	Harris	11/1/15	Dear CTRMA Staff and Board Members, As long time residents of the City of Rollingwood, my wife Catherine and I oppose double decker construction over Mo-Pac. For many years since 1981, we have been told that Mo-Pac was a parkway, for local use only----not to be connected to I-35 or any major thoroughfare. Seems there is a change of plans now. Plans made by too many who are not aware of the uniqueness of Austin among Texas cities. We are not Houston, Dallas, San Antonio-----never were and hope we never will be. Austin has hills, rivers, natural beauty that Dallas and Houston never had. Don't destroy the unique character of Austin. Cities on flat lands in Texas have options different from cities with natural beauty and barriers. PLEASE RESPECT WHAT HAS ALWAYS MADE AUSTIN UNIQUE and DO NOT IMITATE MODELS of Texas cities with very different characteristics. We watched as Zilker Park became an even more popular attraction than it was in the 1980's---improvements to the trail, boat docks, easy walking connection to downtown, improved Nature Center, Botanical Gardens-----so much effort, time, money has been spent on making these areas attractive and essentially showcase areas for Austin. Why, now, to save commuters a few minutes, should all of these efforts be at risk from heavy traffic on a double decker highway? We are puzzled at the direction planning is taking in our beautiful Capital city. We don't want Austin to become Houston or Dallas. Houston allowed the state to steal private property, tear up perfectly good railroad tracks from Katy, TX to downtown Houston and replace them with a 16 lane IH-10---just to satisfy commuters who live miles from downtown. They could have, instead of removing the tracks, established a commuter train----what a waste that they did not. Austin should look for better ways than highways. Here are some suggestions: 1. Require employers to stagger the schedules of their employees; or better yet, move to online work----reduce the size of the physical office. 2. Expect State agencies to move many of their operations away from central Austin; even years ago there was a move to locate state agencies away from the Capitol. What happened? 3. Move toward a pedestrian only city center----as many cities in Europe are and some cities in the U.S. A double-decker highway over Lady Bird Lake or Double Decker Wishbone bridges over MoPac would be a disaster. Such highways should never be close to the center of a city---only useful away from towns. We find toll lanes in Texas to be offensive --- on numerous trips to Houston, we find the toll lanes frustrating as the exits are not well marked---just as in north Austin---it is too easy to end up on a toll lane by mistake. CTRMA Goals should be realistic enough that toll lanes are not needed. If we have to choose among toll lanes, we prefer the addition of one toll lane each direction without elevated lanes. MoPac South project "goals and objectives" set by CTRMA need to be consistent with local plans for park land use and the original intent of MoPac. One "fast" lane each direction, without elevated lanes,has the lowest impact to the parks and neighborhoods----it may improve travel time but only until increased population leads to the number of vehicles going off the chart! What happens then? More lanes? PLEASE--not another Houston! Remember, Austin is unique among Texas cities. Reluctantly, we would support 2 Toll lanes each direction without elevated lanes. This option accomplishes the following: -meets MoPac South project "goals and objectives" set by CTRMA -provides consistency with local plans for park land use and with the 2040 Long Range Plan. -has a low immediate impact to the parks and neighborhoods while still significantly improving travel times and capacity on our roadway. - provides reduced congestion and travel time savings for all roadway users in 2035 and is only slightly slower than the option with a Double decker over Lady Bird Lake. -provides reduced congestion and travel time savings for all roadway users in 2035 and is only slightly slower than the option with 40-50 feet elevated Wishbone bridges over MoPac. - cost is $30 Million less than the Wishbone concept and $40 million less lane the Double Decker Decker concept. - minimizes impact to our water quality and lowers the impact on the natural and human environment by not building elevated structures near neighborhoods or Lady Bird Lake. - will be more likely to be delivered in a timely manner because it requires no right of way be taken from Zilker Park, Lady Bird Lake or Lamar Beach Park. We also support the addition of the sidewalk on the west side of MoPac from Lady Bird Lake to Barton Creek Mall. Instead of an 8' sidewalk we would like an 11' multi-use path to accommodate bikes and pedestrians and connect seamlessly with Phase III of the MoPac bicycle and Pedestrian project. Please make sure to fully consider the social, economic, and environmental consequences. Please ensure the plans you choose support our public park land use, green spaces and community values! We are also puzzled that all this planning and money is not aimed at FIRST improving IH35. After all---it is not just commuters, it is traffic from Minneapolis to Laredo! Respectfully submitted, Jim and Catherine Harris, City of Rollingwood

Charles R. Winfield

From: Thomas Farrell <mayorfarrell@cityofrollingwood.com>
Sent: Sunday, November 15, 2015 7:18 PM
To: Charles R. Winfield
Subject: Fwd: RW citizen response to CTRMA
Attachments: CTRMA Letter Nov 2015.docx; Untitled attachment 00043.htm

Begin forwarded message:

From: Harris [redacted]
Subject: RW citizen response to CTRMA
Date: November 15, 2015 at 1:42:43 PM CST
To: mayorfarrell@cityofrollingwood.com

Jim and Catherine Harris
[redacted]

Dear CTRMA Staff and Board Members,

As long time residents of the City of Rollingwood, my wife Catherine and I oppose double decker construction over Mo-Pac. For many years since 1981, we have been told that Mo-Pac was a parkway, for local use only----not to be connected to I-35 or any major thoroughfare.

Seems there is a change of plans now. Plans made by too many who are not aware of the uniqueness of Austin among Texas cities. We are not Houston, Dallas, San Antonio-----never were and hope we never will be. Austin has hills, rivers, natural beauty that Dallas and Houston never had. Don't destroy the unique character of Austin. Cities on flat lands in Texas have options different from cities with natural beauty and barriers. PLEASE

RESPECT WHAT HAS ALWAYS MADE AUSTIN UNIQUE and DO NOT IMITATE MODELS of Texas cities with very different characteristics.

We watched as Zilker Park became an even more popular attraction than it was in the 1980's---improvements to the trail, boat docks, easy walking connection to downtown, improved Nature Center, Botanical Gardens-----so much effort, time, money has been spent on making these areas attractive and essentially showcase areas for Austin.

Why, now, to save commuters a few minutes, should all of these efforts be at risk from heavy traffic on a double decker highway? We are puzzled at the direction planning is taking in our beautiful Capital city. We don't want Austin to become Houston or Dallas.

Houston allowed the state to steal private property, tear up perfectly good railroad tracks from Katy, TX to downtown Houston and replace them with a 16 lane IH-10---just to satisfy commuters who live miles from downtown. They could have, instead of removing the tracks, established a commuter train----what a waste that they did not. Austin should look for better ways than highways. Here are some suggestions:

1. Require employers to stagger the schedules of their employees; or better yet, move to online work----reduce the size of the physical office.

2. Expect State agencies to move many of their operations away from central Austin; even years ago there was a move to locate state agencies away from the Capitol. What happened?

3. Move toward a pedestrian only city center----as many cities in Europe are and some cities in the U.S.

A double-decker highway over Lady Bird Lake or Double Decker Wishbone bridges over MoPac would be a disaster. Such highways should never be close to the center of a city---only useful away from towns.

We find toll lanes in Texas to be offensive --- on numerous trips to Houston, we find the toll lanes frustrating as the exits are not well marked---just as in north Austin--- it is too easy to end up on a toll lane by mistake. CTRMA Goals should be realistic enough that toll lanes are not needed.

If we have to choose among toll lanes, we prefer the addition of one toll lane each direction without elevated lanes. MoPac South project "goals and objectives" set by CTRMA need to be consistent with local plans for park land use and the original intent of MoPac.

One "fast" lane each direction, without elevated lanes,has the lowest impact to the parks and neighborhoods----it may improve travel time but only until increased population leads to the number of vehicles going off the chart! What happens then? More lanes? PLEASE--not another Houston! Remember, Austin is unique among Texas cities.

Reluctantly, we would support 2 Toll lanes each direction without elevated lanes. This

option accomplishes the following:

-meets MoPac South project "goals and objectives" set by CTRMA

-provides consistency with local plans for park land use and with the 2040 Long Range Plan.

-has a low immediate impact to the parks and neighborhoods while still significantly improving travel times and capacity on our roadway.

- provides reduced congestion and travel time savings for all roadway users in 2035 and is only slightly slower than the option with a Double decker over Lady Bird Lake.

-provides reduced congestion and travel time savings for all roadway users in 2035 and is only slightly slower than the option with 40-50 feet elevated Wishbone bridges over MoPac.

- cost is $30 Million less than the Wishbone concept and $40 million less lane the Double Decker Decker concept.

- minimizes impact to our water quality and lowers the impact on the natural and human environment by not building elevated structures near neighborhoods or Lady Bird Lake.

- will be more likely to be delivered in a timely manner because it requires no right of way be taken from Zilker Park, Lady Bird Lake or Lamar Beach Park.

We also support the addition of the sidewalk on the west side of MoPac from Lady Bird Lake to Barton Creek Mall. Instead of an 8' sidewalk we would like an 11' multi-use path to accommodate bikes and pedestrians and connect seamlessly with Phase III of the MoPac bicycle and Pedestrian project.

Please make sure to fully consider the social, economic, and environmental consequences. Please ensure the plans you choose support our public park land use, green spaces and community values!

We are also puzzled that all this planning and money is not aimed at FIRST improving IH35. After all---it is not just commuters, it is traffic from Minneapolis to Laredo!

Respectfully submitted,

Jim and Catherine Harris, City of Rollingwood

From: Austin Chamber of Commerce on behalf of Mark Harris
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 11:03:41 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

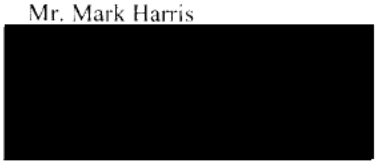
Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Mark Harris



Honorable Thom Farrell, Mayor, & Members of the Rollingwood City Council

RE: Please take action oppose tolled, elevated lane expansion of Mopac and the connection of South Mopac to Interestate 35

Dear Mayor Farrell and Members of Council:

Please take action to oppose both the expansion of Mopac with tolled and elevated lanes and the connection of South Mopac over to Interstate 35 with the proposed SH 45 SW toll road. With limited access at the south end, Mopac currently serves local commuters. If South Mopac is expanded and connected to I-35, it will be converted from serving local commuters into an alternate I-35 serving long-distance, inter-regional car and truck traffic. This would make traffic on Mopac worse, not better for current Mopac commuters, including Rollingwood residents.

Thank you for your consideration.

Signed: Dorothy Harris

Printed Name: N Harris

Address: [redacted]

[redacted] **Squarespace** [redacted]
Form Submission - New Form - MOPAC/Loop 1 South comments on proposed plans
November 19, 2015 at 9:39 PM
[redacted]

Name: Natasha Harris

Email Address: [redacted]

Subject: MOPAC/Loop 1 South comments on proposed plans

Message: Dear CTRMA Staff and Board Members,

I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will completely destroy the aesthetic of the cities' beloved outdoor spaces including Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, the hike and bike trail and Lady Bird Lake; as well as negatively impacting Austin High school. Austin is known for its outdoor green spaces. These spaces differentiate us from other cities and are a large part of what makes Austin such a special place. Please do not turn us into Dallas or Houston by building elevated lanes through the heart of Austin. Many of us chose to live in Austin, as opposed to Dallas or Houston, because of it's beauty, outdoor spaces and comparative lack of concrete infrastructure and strip malls that are all over Dallas and Houston. In Austin you can see trees and green spaces and water. In Dallas and Houston you see highways and flyovers and more highways and flyovers. Please please do not ruin Mopac and surrounding green spaces and neighborhoods with elevated lanes.

Additionally, with the significant changes in the 2015 traffic data presented to the public since the Feb 2015 open house and the major changes approved by voters for regional non-tolled road funding in the recent election, CTRMA's current study should reexamine alternatives to converting MoPac South into a toll road. HOV and transit only lanes should be compared with the toll and general purpose lane options proposed to give the public an understanding of why toll lanes are being considered as the only option.

I request CTRMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review because the project will significantly impact land over the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Austin High School and City of Austin, City of Rollingwood and surrounding neighborhoods.

If toll lanes must be built the "2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway.

Additionally, I feel more information needs to be shared with the public about why elevated lanes are recommended for the Cesar Chavez exit, but not for the many other toll lane exit points along Mopac? The toll road exit point that you are proposing placing before the Enfield exit on northbound Mopac is an inside lane exit with a very very short ramp for cars to exit the toll road and merge into general northbound traffic. It is positioned at a point where northbound traffic merges down from 4 lanes to 3 lanes over the river, and where there is already congestion during morning and afternoon peak times. This inside toll lane exit, positioned before Enfield road, is the exit for all toll lane traffic planning to exit at Windsor, Westover, 35th, 45th, and 2222 to use – one toll lane exit servicing 5 Mopac exits. Where is the information to support the need for expensive, industrial elevated lanes to service a single exit at Cesar Chavez? Additionally, this proposed toll lane exit before Enfield creates a new, potentially dangerous bottleneck into Mopac North right after the river that will potentially back up traffic across the bridge

Also, in reviewing the traffic data provided by CTRMA there is twice as much daily volume of cars exiting and entering Bee Caves at Mopac than at Cesar Chavez. Improvements to the Bee Caves Road interchange need to be considered as part of the plan if we are going to take a comprehensive approach to Mopac South. Bee Caves Road is a major artery into Mopac South, and by not considering this intersection I feel the CTRMA plan is very short-sighted.

I also support the addition of an 11' multi-use path on the west side of MoPac from Lady Bird Lake to Barton Creek Mall. Instead of the proposed 8' sidewalk, I would like to see an 11' multi-use path that can accommodate both bikes and pedestrians and will connect and seamlessly with Phase III of the MoPac bicycle and Pedestrian project.

Thank you for your time

Sincerely,

Natasha Harris
Please make sure to fully consider the social, economic, and environmental consequences of building up. Please ensure the plans you choose support our public park land use, green spaces and community values.

(Sent via [redacted])

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Sunday, November 08, 2015 11:05:16 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Andrew Harrod
[redacted]
11/09/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Julia Harrod [redacted]
Sent: Wednesday, November 18, 2015 2:21 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Julia Harrod
[redacted]

Honorable Thom Farrell, Mayor, & Members of the Rollingwood City Council

RE: Please take action oppose tolled, elevated lane expansion of Mopac and the connection of South Mopac to Interestate 35

Dear Mayor Farrell and Members of Council:

Please take action to oppose both the expansion of Mopac with tolled and elevated lanes and the connection of South Mopac over to Interstate 35 with the proposed SH 45 SW toll road. With limited access at the south end, Mopac currently serves local commuters. If South Mopac is expanded and connected to I-35, it will be converted from serving local commuters into an alternate I-35 serving long-distance, inter-regional car and truck traffic. This would make traffic on Mopac worse, not better for current Mopac commuters, including Rollingwood residents.

Thank you for your consideration.

Signed: Ananda Haughtaling

Printed Name: Ananda Haughtaling

Address: [redacted]

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 8:30:41 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Christine Hawkes
[redacted]
11/19/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Lance	Hay	11/5/15	As two express lanes only cost 10% more to build and will reduce toll costs I strongly support building two express lanes with direct connect. Getting around faster for a lower toll is good. Cheers, Lance

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Monday, November 09, 2015 2:31 PM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#381]

Name * John Hayek

Email * [redacted]

Address

Message *

I live in Circle C Ranch, On the Park....I've read about some of the work being proposed to help reduce noise for the proposed new intersections at Slaughter and LaCrosse. Is there a reason why a lot of the existing vegetation could not be left to also block noise...I know it must be easier to remove but one of the great things about Circle C is the extra effort and work that was done to preserve as many trees/natural vegetation in area...don't know why this would not continue with the road improvements?

What I have not seen and would be interested to learn more about is the proposed lighting for the new intersections. Again, one of the great things about Circle C is that the community has been very sensitive to minimizing light pollution in the neighborhood...a really awesome feature of the community is that you can go in your backyard at night and still see lots and lots of starts....I live in "On the Park" and I am very fearful that way too many lights are going to line to the new roads and that there will be a crazy number of stadium lights to "brighten" the intersections that will significant contribute unnecessary light pollution in our great neighborhood. Would be very interested to hear how the project managers are planning to use the least amount of roadway lighting possible in this area to preserve the night sky for families in the neighborhoods.

Final comment, who can we talk to in order to get the multi-use path proposed between Slaughter and LaCross extended all the way around the rest of the loop ending at 1826? Many, many bikers use MoPAC between LaCross and 18126 and a multi-use path that continues around is really needed from a safe travel perspective.

Thank you for soliciting feedback on this important work.

Best,

John

From: Austin Chamber of Commerce on behalf of Jerry Heare
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 10:34:52 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Jerry Heare
[redacted]

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 6:36:29 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
tomas heikkala
[redacted]
11/21/2015

Court Reporter Comment:

MR. JAVED HELALI:

As I said, we are paying toll twice. Once to enter it, once to come out of it. That means to use it and not to use it, we are paying toll. And my second point is, when does the toll end? I mean, you take the toll because of – you want to finish -- replenish the cost of the thing. The cost is never replenished? Once a toll road is there, it's always a toll road. It never becomes non-toll. So what I'm trying to say is that once that amount of money which has been spent on the bridge or whatever it is has been recouped, the toll should stop.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Fred Heldenfels IV [redacted]
Sent: Monday, November 09, 2015 12:41 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mr. Fred Heldenfels IV
[redacted]

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 3:20:24 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Adrian Helen
[redacted]
11/19/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: ADRIAN HELEN

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

STUDY ALL OF IT BEFORE BUILDING ANY OF IT
- COMBINE ENVIRONMENTAL STUDIES of ALL PARTS OF PROPOSED SH 45 SW BEFORE POURING CONCRETE

NONE OF THE ABOVE
- DO NOT RESTRICT OPTIONS TO THE SIX PROPOSED TOLL ROAD OPTIONS

CONSIDER RUSH-HOUR HOV LANES, PARK AND RIDES, PUBLIC TRANSIT OPTIONS, IMPROVED INTERSECTIONS, AND ABOVE ALL WAIT TO SEE THE IMPACT OF THE UNFINISHED EXPRESS LANES ON MOPAC.

TRY HARDER TO GET TRAFFIC TO USE SH-130

INVEST IN IMPROVING IH 35 INSTEAD

INVEST IN URBAN HOUSING OVER NEW SUBURBS TO SHORTEN AVERAGE JOURNEYS

PLEASE DO NOT DESTROY BEAUTIFUL AUSTIN!

A Helen

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 2:00:47 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
alex hendrex
[redacted]
11/20/2015

From: Austin Chamber of Commerce on behalf of Tim Hendricks
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 11:03:40 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

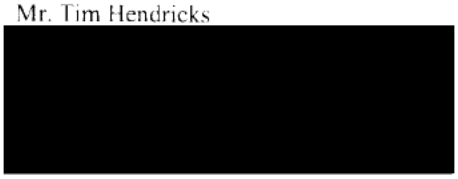
Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Tim Hendricks



From: Austin Chamber of Commerce on behalf of James Herrin
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 1:03:30 PM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

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Sincerely,

Mr. James Herrin
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Phil Herring [redacted]
Sent: Friday, November 20, 2015 3:17 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 20, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mr. Phil Herring
[redacted]

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Julia Hesketh

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

#1 priority should be 130

avoid flooding on Mopac

Do not use Mopac as a relief road for I35! Too sensitive of an area ecologically - important recharge zone.

Consider other alternatives to the toll road. Another toll road

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Shane Hesson [redacted]
Sent: Monday, November 09, 2015 5:41 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Shane Hesson
[redacted]

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 05, 2015 2:35:34 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Lesley Heurkins
[redacted]
11/05/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Susan Hewlitt [redacted]
Sent: Wednesday, November 18, 2015 3:53 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Susan Hewlitt
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Melissa Heyman [redacted]
Sent: Friday, November 13, 2015 9:33 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 13, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Melissa Heyman
[redacted]

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

Garland Hill [redacted]

Printed Name Address

Additional Comments:

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Jeffrey Hill [redacted]
Sent: Thursday, November 19, 2015 4:54 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Jeffrey Hill
[redacted]

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

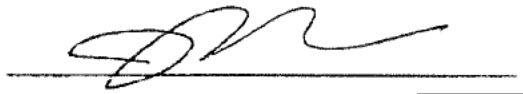
Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,



Jennifer Hill [redacted]

Printed Name Address

Additional Comments:

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Richard Hill [redacted]
Sent: Wednesday, November 11, 2015 10:46 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 11, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Richard Hill
[redacted]

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

Russell Hinds [redacted]

Printed Name Address

Additional Comments:

The elevated freeway lanes will severely impact my value of my home. The added noise and visual impact will affect my property and my use & enjoyment of the property. At the moment, there is no visual impact to us, there ~~are~~ is some noise which is already enough - any more

Noise would decrease my property value AND affect my enjoyment of the property. I oppose ANY elevated lanes of any kind. I support the added lanes that are not elevated.

In addition, elevated lanes will affect Zilker Park, The Nature Center and the Austin Botanical Gardens by increasing noise severely and being ugly visually. Please do not ruin our community OR our treasures (parks & greenspace). Do not turn this into Houston or Dallas.

Thank you

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

Shameem Hinds [redacted]

Printed Name Address

Additional Comments:

Any elevated lanes of any kind will impact Rollingwood with increased noise, it will be visually ugly and will impact our use and enjoyment of our homes. This in turn will lower our values all over Rollingwood, as well as my property/home which is near the freeway. I do not support

I support the 2 added lanes in both directions which are NOT elevated.

Thank you,

Shaneen

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Douglas Hively [redacted]
Sent: Monday, November 09, 2015 1:41 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Douglas Hively
[redacted]

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, October 22, 2015 2:30:27 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
David Hixon
[redacted]
10/22/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 1:00:50 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
DAVID HIXON
[redacted]
11/20/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Daniel Hodges [redacted]
Sent: Thursday, November 19, 2015 8:54 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Daniel Hodges
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 9:35:24 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Donna Hoffman
[redacted]
11/19/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Joshua Holden [redacted]
Sent: Wednesday, November 18, 2015 3:51 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Joshua Holden
[redacted]

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 12, 2015 9:51:00 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Linda Holder
[redacted]
11/13/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 10:05:54 PM

Dear TxDOT and CTRMA officials:

Comments for MoPac South Environmental Study- Open House Public Comment Period
Dear CTRMA Board members, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South MoPac expansion toll loop as the real project that is currently being unfairly pushed, piecemeal, onto the Austin community and current MoPac commuters. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to a major interstate thoroughfare.

We are proposing that a comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45 SW/South MoPac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

In the interim, please prioritize making Highways 71 and 183 South; and the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on these routes.

Because of the limited access at the south end, MoPac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand MoPac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert MoPac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic which would rip through the heart of Austin and damage the lifestyle of the neighborhood people.

The proposed plan would essentially convert it to "MoPac Interstate 35 West." Thus, MoPac would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while locals would suffer from costly tolls, and even worse congestion than today.

With the current plan, inter-regional and interstate truck and auto traffic would make its way through our most environmentally sensitive areas in the heart of Austin Neighborhoods. It would direct heavy traffic over the Edwards Aquafer recharge zone, the Flint Ridge Cave recharge zone, over our most cherished recreational areas like Zilker Parkland, over Barton Creek and Barton Springs watersheds, over Town Lake, over our greenbelt parkland hike-bike trails, and essentially over Austin High School.

The current plan to build out MoPac Loop 1 with a double decker bridge over Town Lack would cause harm and cumulative impacts to multiple natural and cultural treasures that currently support a livable Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Lady Bird Lake Park, Austin Pets Alive, the Edwards Aquifer, Barton Springs pool, multiple plant, water and wildlife species, many endangered species, and Austin blind salamanders.

Therefore, we are asking that you remove the proposed new 4-toll lanes and double decker bridge on MoPac over Lady Bird Lake from the transportation plans. We vote for the no build option.

Taking the time to study the entire tolled MoPac Loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on

projects that would benefit, rather than harm, the Austin region. As proposed, toll revenues will only pay half or less of the costs; local taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.
What TxDOT and CTRMA cannot accomplish with billions of dollars, we can achieve with buckets of paint. We want smart lanes, not more pavement and tolls. --We say NO to building a second Interstate 35 through Austin to ruin the heart and soul of Austin along the way.
We want to Keep MoPac

Sincerely,
Linda Holder
[redacted]
11/20/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 12, 2015 9:25:27 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
MM Holder
[redacted]
11/13/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 9:45:26 PM

Dear TxDOT and CTRMA officials:
Comments for MoPac South Environmental Study- Open House Public Comment Period
Dear CTRMA Board members, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South MoPac expansion toll loop as the real project that is currently being unfairly pushed, piecemeal, onto the Austin community and current MoPac commuters. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to a major interstate thoroughfare.

We are proposing that a comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45 SW/South MoPac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

In the interim, please prioritize making Highways 71 and 183 South; and the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on these routes.

Because of the limited access at the south end, MoPac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand MoPac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert MoPac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic which would rip through the heart of Austin and damage the lifestyle of the neighborhood people.

The proposed plan would essentially convert it to "MoPac Interstate 35 West." Thus, MoPac would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while locals would suffer from costly tolls, and even worse congestion than today.

With the current plan, inter-regional and interstate truck and auto traffic would make its way through our most environmentally sensitive areas in the heart of Austin Neighborhoods. It would direct heavy traffic over the Edwards Aquafer recharge zone, the Flint Ridge Cave recharge zone, over our most cherished recreational areas like Zilker Parkland, over Barton Creek and Barton Springs watersheds, over Town Lake, over our greenbelt parkland hike-bike trails, and essentially over Austin High School.

The current plan to build out MoPac Loop 1 with a double decker bridge over Town Lack would cause harm and cumulative impacts to multiple natural and cultural treasures that currently support a livable Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Lady Bird Lake Park, Austin Pets Alive, the Edwards Aquifer, Barton Springs pool, multiple plant, water and wildlife species, many endangered species, and Austin blind salamanders.

Therefore, we are asking that you remove the proposed new 4-toll lanes and double decker bridge on MoPac over Lady Bird Lake from the transportation plans. We vote for the no build option.

Taking the time to study the entire tolled MoPac Loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region. As proposed, toll revenues

will only pay half or less of the costs; local taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.
What TxDOT and CTRMA cannot accomplish with billions of dollars, we can achieve with buckets of paint. We want smart lanes, not more pavement and tolls. --We say NO to building a second Interstate 35 through Austin to ruin the heart and soul of Austin along the way.
We want to Keep MoPac Local,

Sincerely,
MM Holder
[redacted]
11/20/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 12, 2015 9:10:27 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

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The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Margaret Holder
[redacted]
11/13/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 10:05:40 PM

Dear TxDOT and CTRMA officials:

Comments for MoPac South Environmental Study- Open House Public Comment Period
Dear CTRMA Board members, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South MoPac expansion toll loop as the real project that is currently being unfairly pushed, piecemeal, onto the Austin community and current MoPac commuters. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to a major interstate thoroughfare.

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In the interim, please prioritize making Highways 71 and 183 South; and the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on these routes.

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The proposed plan would essentially convert it to "MoPac Interstate 35 West." Thus, MoPac would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while locals would suffer from costly tolls, and even worse congestion than today.

With the current plan, inter-regional and interstate truck and auto traffic would make its way through our most environmentally sensitive areas in the heart of Austin Neighborhoods. It would direct heavy traffic over the Edwards Aquafer recharge zone, the Flint Ridge Cave recharge zone, over our most cherished recreational areas like Zilker Parkland, over Barton Creek and Barton Springs watersheds, over Town Lake, over our greenbelt parkland hike-bike trails, and essentially over Austin High School.

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Therefore, we are asking that you remove the proposed new 4-toll lanes and double decker bridge on MoPac over Lady Bird Lake from the transportation plans. We vote for the no build option.

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What TxDOT and CTRMA cannot accomplish with billions of dollars, we can achieve with buckets of paint. We want smart lanes, not more pavement and tolls. --We say NO to building a second Interstate 35 through Austin to ruin the heart and soul of Austin along the way.
We want to Keep MoPac

Sincerely,
Margaret Holder
[redacted]
11/20/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: MACY HOLDERNESS

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

Take taxes off 130.
Take the truth about what roads you plan on building.
Stop ruining the neighborhoods on MOPAC, Barton Springs / LADY BIRD LAKE.
AUSTIN HIGH SCHOOL. ZILKER PARK, WILD FLOWER CENTER LA
STOP SHIFTING TRAFFIC FROM I35 to MOPAC.
2,000 CHILDEN AT AUSTIN HIGH.

BIGGER HIGHWAYS DO NOT FIX TRAFFIC
THEY MAK TRAFFIC WORSE.
You are converting MOPAC to a second 135.
WE NEED A TUNNEL AT AUSTIN HIGH SCHOOL
DO NOT BUILD 45.SW.

STUDY ALL OF THE BUILDING OF ROADS.
DONT BUILD SH45SW, UNTIL THERE IS REAL STUDY OF THE WHOLE LOOP PROJECT.
DONT CONVERT MOPAC TO A SECOND I-35

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Luke Holding [redacted]
Sent: Monday, November 09, 2015 7:24 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Luke Holding
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Diana Holford [redacted]
Sent: Tuesday, November 17, 2015 4:02 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 17, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Diana Holford
[redacted]

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): Richard Hollenbeck

ADDRESS: [redacted]

COMMENTS: We need a continuous bike path that is smoothly paved (not bumpy sidewalk type) for the entire length of the project. The Violet crown trail is not a suitable substitute in any area such as south of Convict Hill. 8ft width is fine in right ROW

Please allow other modes of transportation such as bikes with electric assist. bikes are a very viable means to go from the suburbs to DT as long as the route isn't filled with obstacles or dangerous interaction with high speed autos. Thank You

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

☐ I am employed by TxDOT

☐ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 12:46:27 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Daina Holliday
[redacted]
11/20/2015

Squarespace [redacted]
Form Submission - New Form - South MOPAC Road Study
November 12, 2015 at 8:51 PM
[redacted]

Name: Dana Hollingsworth

Email Address: [redacted]

Subject: South MOPAC Road Study

Message: November 12, 2015

To Whom It May Concern,

I do not support elevated toll lanes of any kind over MOPAC. Please do not add any double decked lanes over Lady Bird Lake. Also, please do not add elevated wishbone bridges over MOPAC. Elevated lanes will negatively impact Zilker Park, the Botanical Gardens, Lady Bird Lake, the hike and bike trail system by Lady Bird Lake, Austin High School, and the neighborhoods that are located near these wonderful Austin jewels.

These elevated structures will negatively impact the very unique beauty of this area of Austin. I object to turning Austin into another Dallas or Houston. Dallas and Houston are highly urbanized and industrial. In contrast, Austin attracts new residents and visitors precisely because it is not another Dallas or Houston but offers unique green spaces that would be destroyed if elevated lanes are added.

Double deck highways and elevated bridges strip Austin of the precise things that attract hundreds of new residents and thousands of visitors every month.

With so much more money approved for road construction in the recent election, CTRMA, Travis County, TX DOT and the City of Austin should go back to the drawing board and consider options other than toll roads. The estimated tolls that are forecast in the CTRMA informational materials appear to be so high that most commuters will not be able to afford to use the toll lanes. Pursuing CTRMA's toll road plan appears to be a recipe for more toll roads that are not used by the exact people that the roads are intended to be used by.

Please keep roads public infrastructure that are supported by State dollars and are open for use by all for the good of all. Don't turn roads into private assets that only the wealthy can afford to use.

If toll lanes must be built then the option that includes 2 toll lanes in each direction without elevated lanes is the least harmful to the uniqueness of Austin and provides benefits comparable to the benefits projected for elevated lanes.

Please do not destroy the priceless and unique assets that Austin offers to new residents and visitors.

Thank you,

Dana Hollingsworth
[redacted]

(Sent via

From: Dana Hollingsworth
To: [redacted]atomlinson@HNTB.com; [redacted] al.alonzi@dot.gov; [redacted] steve.adler@austintexas.gov; delia.garza@austintexas.gov; ora.houston@austintexas.gov; pio.renteria@austintexas.gov; greg.cesar@austintexas.gov; ann.kitchen@austintexas.gov; don.zimmerman@austintexas.gov; leslie.pool@austintexas.gov; ellen.troxclair@austintexas.gov; kathie.tovo@austintexas.gov; sheri.gallo@austintexas.gov; greg.malatek@txdot.go; mayorfarrell@cityofrollingwood.com; Brigid.Shea@traviscountytx.gov; Barbara.Rush@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; administrator@cityofrollingwood.com; sbeal@mobilityauthority.com; spusteinyk@molilityauthority.com; mespinoza@mobilityauthority.com; mheiligenstein@mobilityauthority.com
Subject: South MOPAC Study
Date: Thursday, November 12, 2015 9:00:23 PM

To Whom It May Concern,

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If toll lanes must be built then the option that includes 2 toll lanes in each direction without elevated lanes is the least harmful to the uniqueness of Austin and provides benefits comparable to the benefits projected for elevated lanes.

Please do not destroy the priceless and unique assets that Austin offers to new residents and visitors.

Thank you,

Dana Hollingsworth
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Saturday, November 07, 2015 9:20:12 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

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In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

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The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Mary Holman
[redacted]
11/07/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 7:32:30 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Bill Holt
[redacted]
11/19/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Paul Holubec [redacted]
Sent: Thursday, November 19, 2015 10:23 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Paul Holubec
[redacted]

COMMENTS ON VIRTUAL OPEN HOUSE

Wes	Hook	11/17/15	Proposition 7 passed to expand the south part of Mopac. How far does this get us to easing traffic? Don't we need to try this first? what is the cost of elevated roads versus non-elevated roads? My concern is the light, sound, and view restrictions any elevated road will create between the hills west of Austin and the city. (Looking either way...._ My recommendation is to get as far as we can with non elevated roads both for cost and aesthetics. Regards, Wes Hook

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Matthew Hooks [redacted]
Sent: Thursday, November 19, 2015 12:01 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Matthew Hooks
[redacted]

From: Austin Chamber of Commerce on behalf of James Hopke
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Sunday, November 08, 2015 7:07:15 AM

Nov 8, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

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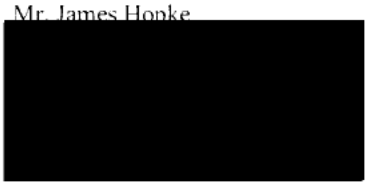
Sincerely,

Mr. James Hopke



From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 10:10:19 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Sincerely, [redacted]

Cc: Austin area local, State and Federal officials

Sincerely,
Mr. J B Hornet
[redacted]
11/20/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Deborah Hornickel [redacted]
Sent: Thursday, November 19, 2015 9:14 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Ms. Deborah Hornickel
[redacted]

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 4:50:26 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Richard Horton
[redacted]
11/20/2015

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 1:45:10 AM

Do not expand SH 45 SW capacity. More thru traffic ono Mopac will create massive traffic delays, increased accidents, and more pollution in one of the most environmentally sensitive areas in Texas. It is illogical to create a new i-35 alternative through the heart of Austin.

Sincerely,
Terry Horton
[redacted]
11/19/2015

From: Austin Chamber of Commerce on behalf of Omar Hossain
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 10:33:40 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Omar Hossain
[redacted]

From: Austin Chamber of Commerce on behalf of Elaine Houston
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 11:03:30 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

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Sincerely,

Miss Elaine Houston

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 2:20:40 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.
Please keep MoPac as a local road....not a loop nor a by-pass!. And, NO TRUCKS ON MOPAC!!!
Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Marcia Houston
[redacted]
11/20/2015

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 2:00:32 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Randy Howard
[redacted]
11/20/2015

use this if you prefer written comment.
to submit online use link on other side.

Return to city Hall
Deadline: Nov. 20, 2015

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

Aaron Howe [redacted]

Printed Name Address

Additional Comments:

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Tuesday, November 10, 2015 6:09 AM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#383]

Name * Iain Howe

Email * [redacted]

Address

Message * I travel south on MoPac every weekday. It seems to bottle-neck starting early afternoon just north of the Barton Skyway overpass as traffic from Bee Cave enters onto MoPac at the very short entrance ramp. If that entrance ramp was extended, preferably to connect with the 360 exit ramp, I believe this would significantly improve traffic flow in this area. Since there is an uphill climb right after the Barton Skyway overpass, slowing traffic at this bottleneck right before the hill compounds the problem.

Thanks, in advance.

Use this if you prefer written comment. Return to city Hall
to submit online use link on other side.
Deadline: Nov. 20, 2015

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

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Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

Ching Hsiu Hsieh

CHING-HSIU HSIEH [redacted]

Printed Name Address

Additional Comments:

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Sara Hubbad [redacted]
Sent: Wednesday, November 18, 2015 4:29 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Sara Hubbad
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 1:15:22 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Hannah Huckaby
[redacted]
11/20/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Clare R	Hudspeth	11/16/15	When I moved to Austin since 1963 from Virginia, I was told that Austin was the only city in Texas where I would be happy – because it had trees and hills and lakes, plus a lot of greenspace. Please don't destroy this and have Austin end up looking like Dallas or Houston or San Antonio (or Atlanta as recently pictured in the Austin-Statesman). I treasure the beauty of this city and especially its trees and greenspace. Living between Bee Cave Road and Barton Skyway, I treasure regular jogging on the Hike and Bike Trail as well as enjoying Zilker Park and Barton Springs. And Lady Bird Lake! PLEASE do not ruin these very special places with double-decker bridges, and winged flyovers. Please add no more than a single lane on each side of Mopac. I realize you are wanting two on each side, but a single lane on each side without a toll, open to all comers, or HOV and transit lanes, would provide ample room for traffic for many years to come. Two lanes simply destroy too much greenspace and too many trees. My final plea is that all ideas of linking Mopac to IH-35 be ended. When it was built we were promised no 18-wheelers, and no connection to IH-35. Please honor this promise. Thank you for considering this opinion!

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 SOUTH
November 18, 2015 at 3:42 PM
[redacted]

Name: Clare Hudspeth

Email Address [redacted]

Subject: MOPAC/LOOP 1 SOUTH

Message: November 18, 2015

Central Texas Regional Mobility Authority
3300 N Interstate 35 Frontage Rd #300
Austin, TX 78705

When I moved to Austin since 1963 from Virginia, I was told that Austin was the only city in Texas where I would be happy – because it had trees and hills and lakes, plus a lot of greenspace. Please don't destroy this and have Austin end up like Dallas, Houston, San Antonio, or Atlanta (as pictured in the Austin-Statesman).

I treasure the beauty of this city and especially its trees and greenspace. Living between Bee Cave Road and Barton Skyway, I enjoy regular jogging on the Hike and Bike Trail as well as the open space of Zilker Park, Barton Springs, and Lady Bird Lake! PLEASE do not ruin these very special places with elevated double-decker bridges and "wishbone" flyovers. The bridge and accompanying light and noise pollution will ruin one of the prettiest parts of Austin, ruining views of downtown, the Capitol, and the University of Texas Tower.

Please add no more than a single lane on each side of Mopac. I realize you are wanting two on each side, but a single lane on each side without a toll, open to all comers, or a single HOV and transit lane, would provide ample room for traffic for many years to come. Two lanes simply destroy too much green space, too many trees. Income from tolls is not worth the destruction of our city's beauty. If you must have tolls, exempt HOV's and transit to encourage their use.

A great many people from South of Lady Bird Lake will never use the north bound express lanes, because they don't want to go all the way to 2222. Toll income is great but the public would be better served by a single additional non-tolled lane.

Finally, we who live a stone's throw from Mopac now have a real mess on our hands when there are special events at Zilker Park. Parts of Bee Cave Road and Barton Springs Road are closed for long stretches and traffic really backs up. One new lane on Mopac's East side may allow room for traffic to reach the U-turn underpass to get to homes on Liberty Park Drive and in Treemont.

My final plea is that plans to link Mopac to IH-35 be ended. When it was built we were promised no 18-wheelers, no connection to IH-35. Please honor this promise

With sincere thanks,
Clare R. Hudspeth

(Sent via

From: Clare Hudspeth
To: [redacted]atomlinson@HNTB.com; [redacted] al.alonzi@dot.gov; [redacted]steve.adler@austintexas.gov; delia.garza@austintexas.gov; ora.houston@austintexas.gov; pio.renteria@austintexas.gov; greg.cesar@austintexas.gov; ann.kitchen@austintexas.gov; don.zimmerman@austintexas.gov; leslie.pool@austintexas.gov; ellen.troxclair@austintexas.gov; kathie.tovo@austintexas.gov; sheri.gallo@austintexas.gov; greg.malatek@txdot.go; mayorfarrell@cityofrollingwood.com; Brigid.Shea@traviscountytx.gov; Barbara.Rush@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; administrator@cityofrollingwood.com; sbeal@mobilityauthority.com; spusteinyk@molilityauthority.com; mespinoza@mobilityauthority.com; mheiligenstein@mobilityauthority.com
Subject: MOPAC/LOOP 1 SOUTH
Date: Thursday, November 19, 2015 9:05:00 AM

E-mail Address: [redacted]
Subject: MOPAC/LOOP 1 SOUTH
Message: November 18, 2015

To Our Community and Government Leaders,

When I moved to Austin in 1963 from Virginia, I was told that Austin was the only city in Texas where I would be happy – because it had trees and hills and lakes, plus a lot of greenspace. Please don't destroy this and have Austin end up like Dallas, Houston, San Antonio, or Atlanta (as pictured in the Austin-Statesman).

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My final plea is that plans to link Mopac to IH-35 be ended. When it was built we were promised no 18-wheelers, no connection to IH-35. Please honor this promise.

With sincere thanks,

Clare R. Hudspeth
[redacted]

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 12:45:58 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Clare Hudspeth
[redacted]
11/20/2015

From: Austin Chamber of Commerce on behalf of reagen hughes
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 10:34:54 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. reagen hughes

COMMENTS ON VIRTUAL OPEN HOUSE

Dear CTRMA Board of Directors and Staff, 11-19-2015 Thank you for your service to our community. I know the MoPac South project has received a lot of attention and I hope that during this public collaboration we can find middle ground and a solution to our real traffic issues. I believe the public has a right to a fair and collaborative look at the issues surrounding this 300 Million + toll way project which will result in significant impacts to the natural and human environment. I want to let you know that I am deeply concerned about the plans to build elevated toll lanes over MoPac. It seems to me that these solutions in other parts of Austin have had negative effects of the character of the city that we all know and love. I would much prefer that we try more concertedly to alleviate traffic in more resourceful and creative ways -- ways that preserve the peace and charm of Austin. I doubt that I am alone and I would urge you to reconsider these plans. I am really against adding any more elevated lanes of any kind over MoPac near downtown. The elevated lanes will impact the hill country feel, beauty and charm of this special Austin area, and will transform the character from peaceful and green to highly urbanized and industrial. Asking the public to consider and collaborate on a $300 million + toll lane project with elevated lanes that will forever change the look and feel of downtown Austin while not providing any noise analysis for any of the options under consideration, until a final design is chosen, does not give the public adequate information to understand the impacts that any of the proposed plans will have on the parks and neighborhoods surrounding the elevated lanes near downtown. In addition providing an incomplete traffic study that uses only 2015 Blue Tooth Data that has clearly been impacted by the North MoPac Improvement project and is calibrated using the former 2035 Travel Demand Model instead of the new 2040 Travel Demand Model is misleading. The surrounding municipalities and the public are supposed to be collaborators in this environmental assessment but it appears that TxDot and CTRMA are the only ones collaborating in this process. The public wants a chance to really understand the goals and purposes of this project and to collaborate to find a solution to our real traffic problems that also support our public parkland use, green spaces and community values. Currently, the CTRMA staff has failed to provide the public with sufficient or reliable information about each of the 6 alternatives upon which the public can collaborate with CTRMA to evaluate the benefits and significant impacts of each alternative. CTRMA staff have failed to treat each of the 6 alternatives evenly and have failed to evenly include TSM into the 2 express lanes each way without direct connection that could significantly reduce the travel times of those intending to use the toll lanes and the general traveling public. In addition, CTRMA staff have failed to provide a rationale to support the decision to recommend elevated lanes for the Cesar Chavez toll exit lanes, but to use inner lane toll lane exits at other points along Mopac that have a higher volume of exiting traffic than is predicted for Cesar Chavez. I support the addition of an 11' multi-use path on the west side of MoPac from Lady Bird Lake to Barton Creek Mall. Instead of the proposed 8' sidewalk, I would like to see an 11' multi-use path that can accommodate both bikes and pedestrians and will connect and seamlessly with Phase III of the MoPac bicycle and Pedestrian project. Project Goals and Objectives • Provide consistency with local and regional plans. CTRMA has not provided consistency with regional plans. Feb 26, 2015 open house CTRMA presented their "preferred alternative" of 2-toll lanes each direction with a double Lady Bird Lake. The 2-year study information and preferred alternative CTRMA presented to the public was not aligned with the scope of the 2035 regional transportation plan. Being consistent with the Regional Transportation Plan is a requirement CTRMA must meet. Instead of making sure their plan was consistent with the regional plan, CTRMA tried to make an amendment March 2, 2015 to the 2035 regional plan to align the regional plan with the CTRMA "Preferred Alternative" (it's supposed to happen the other way around). This would have changed the description of the project in the 2035 plan from one managed lane in each direction to two managed lanes in each direction. March 30, 2015, CTRMA decided to withdraw their amendment request after receiving

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a lot of public inquiry about the change from 1-lane each direction to 2-lanes each direction and the proposed double decker over Lady Bird Lake. As a result, CTRMA has to redo much of their 2-year study that was done under assumptions made in the 2035 Long Range Plan (which does not show a connection of MoPac to IH-35) to make sure all the study information is aligned with the newly adopted 2040 CAMPO Regional Transportation Plan. July 13, 2015, an additional $460,922 was approved by the CTRMA Board of Directors to align the previous environmental assessment with the new. This has been a costly mistake both in delivering relief in a timely manner and the financial impact. The CTMRA toll-lane project with direct connections that drop traffic ½ mile into the City of Austin do not support local plans for the Austin area. This area of the city of Austin is a prized scenic entrance into downtown Austin with a lot of history and local landmarks surrounding it, including the Zilker Park Historic District, Lady Bird Lake, The Nature and Science Center, Zilker Botanical Gardens, Deep Eddy Pool, the protected Zilker Clubhouse, Austin High School and nearby neighborhoods which have deep and interesting histories. • Reduce congestion delay and provide travel times savings for all roadway users CTRMA is presenting questionable traffic data that seems to be inflated to justify elevated lanes over an environmentally sensitive and beloved part of downtown Austin. This area will be connected with SH 45 SW and then with SH 45 SW-E. The environmental impact to SH 45 SW, and MoPac South will be cumulative. CTRMA has also told the public that noise studies will not be completed until after a preferred alternative is selected The 2/26/15 peak period traffic data between Cesar Chavez and Slaughter Lane in 2013, the Northbound morning (7-9am) travel times were given as a 15 minute drive; The 2035 "no build" drive time was estimated to be a 47 minute drive. The southbound evening (4-6:30pm) from Cesar Chavez to slaughter is estimated as a 12 minute drive; and the 2035 "no build" is estimated as a 45 minute drive. The 10/21/15 peak period traffic data between Cesar Chavez and Slaughter Lane in 2015, the Northbound morning (7-9am) travel times were given as a 23 minute drive, which is an 8 minute increase or 53% increase from the 2013 estimate given using the same 2035 travel demand model. The 2035 no build is a 52 minute drive (5 minute/11% increase from 2013). The Southbound evening (4-6:30pm) is a 16 minute drive (4 minute/33% increase from 2013, the 2035 no build is 51 minute drive (6 minute/13% increase from 2013) The most inflated and biggest increase in traffic is shown where CTRMA wants to justify the elevated lanes. Did the North MoPac construction impact the 2015 Bluetooth Study? Express Lanes & Capacity According to CDM Smith in a document released via a public information request. In order for the Express Lanes to operate at 60 MPH there is a maximum allowed 1,600 vehicles per hour per lane. The AM Peak Period is 7am 9am so the total number of vehicles that can be removed from free lanes during the entire AM Peak Period is 6,400. The total number of vehicles removed from free lanes during PM Peak Period 4pm - 6:30pm is 7,200. That is a very small portion of the CAMPO 2013 daily traffic count. For Toll Users, the 2035 Time Savings benefit will be getting from Slaughter to Cesar Chaves 14 Minutes faster or 60% faster than one would get from Slaughter to Cesar Chavez today. The General Purpose "Free Lanes" Time is actually 9 minutes or 39% slower than one would get from Slaughter to Cesar Chavez today. According to CTRMA 70% of drivers are single occupancy vehicles but only a small percentage of those drivers will be willing or able to pay peak period toll rates that will become more expensive for the purpose of discouraging drivers from entering them. Also, When looking at traffic data consideration should be given to studying the Northbound PM traffic, especially as it relates to traffic that utilized Cesar Chaves because the afternoon tends to be the period when the most substantial delays in that area occur. Justify Need for Direct Connection to Downtown when other exits have a higher demand I feel more information needs to be shared with the public about why elevated lanes are recommended for the Cesar Chavez exit, but not for the many other toll lane exit points along Mopac? The toll road exit point that CTRMA is proposing placing before the Enfield on northbound Mopac is an inside lane exit with a very ,very short ramp for cars to exit the toll road and merge into general northbound traffic. It is positioned at a point where northbound traffic merges down from 4 lanes to 3 lanes over the river, and where there is already

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congestion during morning and afternoon peak times. This inside toll lane exit, positioned before Enfield road, is the exit for all toll lane traffic planning to exit at Windsor, Westover, 35th, 45th, and 2222 to use – one toll lane exit servicing 5 Mopac exits. Where is the information to support the need for expensive, industrial elevated lanes to service a single exit at Cesar Chavez? Additionally, this proposed toll lane exit before Enfield creates a new, potentially dangerous bottleneck into Mopac North right after the river that will potentially back up traffic across the bridge. Also, in reviewing the traffic data provided by CTRMA there is twice as much daily volume of cars exiting and entering Bee Caves at Mopac than at Cesar Chavez. Improvements to the Bee Caves Road interchange need to be considered as part of the plan if we are going to take a comprehensive approach to Mopac South. Bee Caves Road is a major artery into Mopac South, and by not considering this intersection I feel the CTRMA plan is very short-sighted. Connection between IH 35 do to MoPac A the series of "separate" projects to complete a toll loop around Austin were set in a calculated manner in order to make sure they are all considered separately and the cumulative effects of traffic can't be considered. The mistake by CTRMA on the MoPac South project seems to have upset the order and the consequence of pulling the amendment is CTRMA to the MoPac South "Environmental Assessment" is the newly adopted 2040 regional plan now includes the connection of MoPac to IH-35. The list of projects in the "fiscally constrained" portion of the CAMPO 2040 Regional Transportation Plan and the CTRMA bond prospectus show the connection of MoPac South project to IH-35. CTRMA has to align the MoPac South "Environmental Study" (which was completed with 2035 plan traffic modeling data) with the new 2040 regional plan which includes the connection of MoPac to IH-35. This traffic study won't be available until after January 2017. How can CTRMA choose a preferred alternative without knowing what the impact of the addition traffic will do to general purpose lane travel times. Will toll lanes be the best option with all the new traffic? New traffic engineering work was approved by the CTRMA Board July 13, 2015 — only 4 months ago. CTRMA has made argument in the past for not using the traffic data for the connection to IH-35, stating the "SH-45 SW-E" project (which is the connection from the new SH-45 SW road to IH-35), is listed as "design only". — SH-45 SW, the connection between MoPac South and 1626, moved forward March 5, 2015, with the Texas Department of Transportation issuing a Record of Decision (ROD) which allowed the SH 45SW project to proceed to final design and construction. — SH 45 SW-E, the connection from 1626 to IH-35, is in the fiscally restrained portion of the 2040 plan (not illustrative) with a "Let Date" of 2025. (Projects listed in the fiscally constrained portion of the 2040 plan are projects expected to be funded between 2015 and 2040) — The TxDot January 2015 Bond Prospectus states "The only toll road planned to be opened in the 2021 – 2030 period is the SH 45 SW Phase 2 Project between FM 1626 and IH-35, scheduled for completion in 2025." (attached: "5 CTTS Official Statement including T&R Study" —p. 2.13, 2021 – 2030 Key Network Improvements.) In the Buda and Hays planning documents they are even calling the existing road FM 1626 that connects at IH 35 and runs up to Brodie a "trucking bypass": https://www.co.hays.tx.us/Data/Sites/1/media/pdf/road-projects/txdotpartnership/buda-truck-bypass.pdf. This trucking bypass will be connected to the new 45SW and MoPac. Hays county Transportation Plan also shows three new roads connecting to SH45 SW. Have the effects of those connections been considered in the study? According to a recent traffic study released, Stantec, among other things the study has said opening the road all the way to I-35, would increase traffic on Texas 45 Southwest by about 5,800 vehicles a day in 2030 and 8,400 a day by 2040. If the current "2015 CDM Smith Bluetooth Data" was used to calibrate these results I question the accuracy of the study given the inflated travel time data that has been presented using the Bluetooth method. Consider Other Options With the significant changes** in the 2015 traffic data presented to the public since the Feb 2015 open house and the major changes approved by voters for regional non-tolled road funding in the recent election, CTRMA's current study should reexamine alternatives to converting MoPac South into a toll road. HOV and transit only lanes should be compared with the toll and general purpose lane options proposed to give the

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public an understanding of why toll lanes are being considered as the only option. Along with a no-build scenario, options such as expanding telecommuting, ride sharing, and rail should be considered. Options other than toll roads should be thoroughly vetted and compared with the proposed toll lanes. Especially considering this environmental study is being paid for using Rider 42 funds, which came from Proposition 12 funds that were intended for non-tolled roadway projects. Are we really being offered a fair look at all the alternatives to Toll Lanes? Some investigative reporting might be able to answer this: CTRMA has ruled out HOV and Transit only lanes saying they are 50% less effective than toll lanes. They compared an "HOV lane" with 2-toll lanes each direction. CTRMA has ruled out HOV and Transit only lanes saying the "HOV lane" is 50% less effective than the preferred alternative of 2 toll lanes each direction. When CTRMA is making the comparison are you comparing 1 HOV lane each direction with 1-toll lanes each direction and 2 HOV lanes with 2-Toll lanes each direction? Apples to Apples? Because if they you are comparing 1 HOV lane with 2 Toll Lanes it would make sense to say the toll lane option would would be 50% less effective than 2 toll lanes. One of the 4 conclusions reached to not recommend HOV and transit only lanes during the Cannot open house was "Cannot deliver relief in a timely manner (without major change to regional funding). The passing of Prop 1 and Prop 7 represent a significant change in regional funding) During the Feb 26, 2015 Open House studied HOV and Transit Only lanes using traffic data from CDM-Smith 2014 INXR speed data, CAMPO 2035 Travel Demand Model, observed congested speeds in October 2013 and Bluetooth data. During the October 21, 2015 Open House CTRMA only studied toll lane options and hasn't cited any traffic data sources other than CDM Smith 2015 - Using BlueTooth Data. What data did you use to study HOV options during this current open house. The public has a right to review traffic studies and receive real answers about the effects what Texas Department of Transportation calls the Central Texas Turnpike System, the system that includes four existing tollways on the metro area's eastern and northern sides: Texas 45 North, Loop 1, Texas 130 and Texas 45 Southeast will have when it's Western Loop runs directly over our Aquifer. Like the rest of the hydrological karst that defines the Balcones Escarpment of the Hill Country, the area is covered in caves and passages that funnel water directly into the aquifer - which is one reason why the Edwards Aquifer is so vulnerable to surface pollution (both point and non-point sources). • Be constructible without unnecessary impacts to the natural and human environment A successful urban city today is one that embraces green spaces, urban parks and trails, bike lanes, sidewalks, and inviting public gathering spaces. It also encourages alternatives to driving. There is abundant evidence to suggest that these are the elements that create a thriving city. People do not want to sit in cars and sit in traffic, people do not want to drive to everything, and people do not want poor air quality. People do want meaningful personal relationships, places to build movement into daily life, and ways to get to work and shopping that do not involve cars. This is the way successful cities are moving. Austin has the opportunity to attract a diverse and highly skilled workforce, but it will require a strong continued move toward this ethos of development. Consider the cities of today that have remade themselves into highly attractive places, like Chicago and Minneapolis. They did this not by building 8 lane freeways in the middle of the city. Instead, they created abundant green spaces, rich public gathering venues, they support lots of transportation options, they invested in bike lanes and sidewalks, mixed use walkable development .. they built a city for people, not for cars. Austin sits at this juncture. Are we a city for people or a city for cars? Austinites are clear – we want a city for people. CTRMA should embrace this. A double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road will be 45-50 feet above ground level and will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character, look and feel from peaceful and green to highly urbanized and industrial. Elevated lanes will also add more noise and light pollution (than not building up) to Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, and Austin High school. In addition, please serve the community by providing an Environmental Impact Statement for the Mopac South

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Environmental Study. There will be a significant impact, which will be impossible to mitigate by barriers and buffers, to the natural resources, environment, water quality, and quality of life of residents and businesses in Rollingwood and the surrounding areas of Austin if Mopac South is modified in any way. Please address the significant impacts to the environment identified in the attachments to this letter in an Environmental Impact Statement. CTRMA needs to clearly provide the public with specific information about the studies of areas where there could be impact to the natural and human environment. Currently CTRMA has merely provided summary statements. CTRMA needs to provide the public with additional information about the necessary impacts to the natural and human environment that cannot be mitigated. Optimize the 2-Toll Lanes Each Direction Option The designs with elevated lanes that CTRMA seems to be pushing are optimized to provide the greatest travel times savings for toll and general purpose lane users. The same design consideration to optimize efficiency should be given to the design with no elevated lanes. If toll lanes must be built, the 2 Toll lanes each direction without elevated lanes option will have the least impact to the park, schools, recreation centers and neighborhoods: The 2-lanes each direction without elevated lanes option meets all of the MoPac South project "goals and objectives" set by CTRMA and this option is consistent with the CAMPO 2040 Long Range Plan. Providing direct access to toll users into the downtown area is not a goal or objective identified by CTRMA or CAMPO for this project. The 2-lanes each direction without elevated lanes provides consistency with local plans for park land use because it has the least impact to the park land. Adding elevated lanes damages Austin's parks, restricts community members who use the open spaces, and damages neighboring neighborhoods. • Deliver Relief in a timely manner CTRMA failing to align the preferred alternative selected with the adopted regional plan has caused delay and a lot of taxpayer money. July 13, 2015, the CTRMA board of directors approved a new contract with Jacob's to fix the mistake, which has delayed the project by more than three years. The 2035 CAMPO Regional plan "let year" for the project was 2017 but had to be adjusted to a "let year" of 2020 in order for CTRMA to align the environmental study with the 2040 Regional Transportation Plan. The toll lane projects have become so controversial with lawsuits and repeated NEPA studies that is seems these toll projects are not delivering relief in a timely manner. Would less controversial options be able to be completed in a faster timeframe? Public information requests for information on obtaining the traffic data/studies used to get the current and projected travel time that were published to the public during the October 21, 2015 open house have been answered with CTRMA sending the requests to the Attorney General who has ruled the data does not need to be released because "the study isn't complete" or "the information is confidential" According to the Austin Monitor, "CTRMA attorney Andy Martin said his agency did not want to release the draft document because it does not represent what the agency will finally decide to build. He said it would release a final document in about a year to 18 months that would be "an investment grade traffic and revenue study." According to Martin, CTRMA is considering suggestions made by the cities of Austin and Rollingwood as well as Travis County. The agency will also be holding open houses in October to get input from the public, he said". (Source: http://www.austinmonitor.com/stories/2015/10/sos-sues-toll-road-agency-again/). Questionable Travel Time Data Wishbone and Double Decker Options show exact same "travel time" for express lanes —Wishbone option has to merge with traffic and double decker doesn't, so identical travel time is questionable. The data distributed shows that both toll-lane options will have identical travel times 9 minutes in and 9 minutes out in the afternoon peak period (Source: http://www.mopacsouth.com/voh/alternatives.php) There are other ways to alleviate the transportation problem in Austin. We ask that you look at options without elevated toll lanes in particular so that we can retain the look and feel of our beloved city. Please ensure the plans you choose support our public park land use, green spaces and community values. I respectfully request that you seriously consider all of the public comment that you receive before making such a dramatic and damaging change to our beloved section of roadway - where Mopac (Loop1) goes over beautiful Lady Bird Lake, with Zilker park below it.

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Thank you for your time and consideration. Best Regards, Wendi Hundley 2502 Bettis Blvd Below are some details relevant to my letter above: CTRMA - Prop 12/ Rider 42 Funding: History of Prop 12/Rider 42 funding November 2007, Texas voters approved Proposition 12, which authorized the issuance of up to $5 billion in general obligation bonds. June 2009, The 81st Texas Legislature approved Senate Bill 1, authorizing TxDOT to go to contract on approximately $2 billion in voter-approved bonds for non-tolled highway projects. July 2009, Senate Bill 1 signed by Governor Perry, authorizing the issuance of $2 billion in general obligation bonds August 2009, TxDOT briefed Texas Transportation Commission on potential uses of Prop 12 funds. Commission directed staff to meet with Metropolitan Planning Organizations (MPOs) to develop guiding principles for project selection priorities. September 2009, TxDOT met with MPOs to develop guiding principles for project selection priorities. TxDOT briefed Texas Transportation Commission on guiding principles developed. Commission directed TxDOT to develop a list of the highest priority projects. October 2009, TxDOT identifies $2 billion in projects recommended for Prop12 funding to the Texas Transportation Commission. November 2009, Texas Transportation Commission takes final vote on approved list of Prop12-funded projects. April 2010, First Prop 12 project contracts will be set for bids. June 2010, First Prop 12 projects will begin construction. June 2011, Rider 42 authorized by Gov. Perry and the Legislature August 2011, TxDOT Districts and MPOs began grassroots effort to identify and select project by working with rural planning organizations, elected officials and the public. September 2011, Formal public involvement begins. September 29, 2011, Texas Transportation Commission authorizes allocations and projects in accordance with Rider 42. Summer of 2012, Construction bids accepted on first Proposition 12 Program 2 projects. History of CTRMA use of Rider 42 Funding February 29, 2012, CTRMA, our toll-road authority authorized money from their general fun - reimbursed with Rider 42 funds to pay for a 2-year study of the MoPac South project to build from Cesar Chaves to Slaughter. December 5, 2012, the CTRMA Board of Directors approved Jacob's and authorized negotiation of a contract for preliminary engineering and environmental services. February 29, 2013, CTRMA amended contract with Jacob's engineering adding $191,671 to reclassify from Categorical Exclusion (CE) to Environmental Assessment (EA) for new total of $6,190,876 (attached: CTRMA & Jacobs $6,190,876). March 27, 2013, the CTRMA Board of Directors authorized the Executive Director to finalize and execute a professional services contract with Jacobs Engineering Group Inc. ("Jacobs") for preliminary engineering and environmental services for development of the MoPac South ProjectThis contract provides for the alternatives development and evaluation, environmental studies, public involvement, preliminary engineering, design, field survey, hydraulic studies, and schematic development for the proposed MoPac South Project and MoPac South Overpasses Project (Projects) located in Travis County, Texas (attached: "CTRMA & Jacobs $5,999,205 - Rider 42 Funds"). February 26, 2015: Jacobs and CTRMA proceeded with the 2-year study and at presented to the public the "preferred alternative" of 2-toll lanes each direction with elevated lanes over Lady Bird Lake at the Feb 26, 2015 open house The "preferred alternative" of 2-toll lanes each direction with elevated lanes over Lady Bird Lake was presented to the public at the open house. The 2-year study information and preferred alternative CTRMA presented to the public was not aligned with the scope of the 2035 regional transportation plan. Being aligned with the Regional Transportation Plan is a requirement CTRMA must meet. The CAMPO Long range plan in effect at this time was the 2035 Regional Transportation Plan (RTP) plan which described the project as adding 1-toll lane each direction from Cesar Chavez to Slaughter. (source: http://www.campotexas.org/plans-programs/campo-plan-2035/)The CAMPO 2040 Regional Transportation Plan (RTP) March 2, 2015, CTRMA requested an amendment to the 2035 plan, to align the regional plan with the CTRMA "Preferred Alternative" which would have changed the scope of the MoPac South project from 1-toll lane each direction to 2-toll lanes each direction (attached: "CTRMA pulls 2035 amendment from CAMPO RTP.png"). CTRMA made a mistake because their preferred alternative should have been aligned with the 2035 Regional Plan — the RTP shouldn't be changed to align with projects. The

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Wendi	Hundley	11/20/15	amendment would have changed the description of the project in the 2035 plan from one managed lane in each direction to two managed lanes in each direction. (attached: "CTRMA pulls 2035 amendment from CAMPO RTP.png") March 27, 2015, I called and spoke with Alex Kone. He is a Senior Planner at CAMPO in charge of the amendments. I asked why CTRMA requested the amendment to the 2035 Plan instead of making the amendment to the 2040 Plan. He told me: The CTRMA MoPac South Project "qualitative" analysis is supposed to be based on the 2035 plan but their preferred alternative does not align with the plan. The requested Amendment has to be made to the 2035 plan, while it's still active, before the 2040 plan is adopted May 2015 meeting; otherwise CTRMA has to start their study all over from Square 1 and cost a half a million dollars He casually said our groups would prefer the amendment not be made because the 2040 traffic data would be better for "you guys" March 30, 2015, CTRMA decided to withdraw their amendment request on after receiving a lot of public inquiry about the change from 1-lane each direction to 2-lanes each direction and the proposed double decker over Lady Bird Lake. CAMPO staff removed the item from the TPB's April 13, 2015 agenda as a result of the CTRMA request. (attached: "CTRMA pulls 2035 amendment from CAMPO RTP.png") March 30, 2015, CTRMA extended their study period saying "In response to community feedback for additional public involvement on the MoPac South Environmental Study, the Central Texas Regional Mobility Authority will extend environmental study process to allow for additional community input and engineering analysis on the project.", (attached: "CTRMA Extends Study). May 14, 2015, The CAMPO 2040 Regional Transportation Plan (RTP) was adopted May 14, 2015, with a new description/scope of the MoPac South — changed from 1-lane in each direction to 2-lanes each direction along with a footnote "*Study all options for the proposed MoPac South expansion including both 1 and 2 Express Lanes in each direction, as well as no-build". The 2040 plan was adopted without the CTRMA amendment being made to the 2035 plan (attached: "CTRMA pulls 2035 amendment from CAMPO RTP.png"). The CAMPO Mopac South project changed to "Let Year" 2020 when the 2040 plan was adopted. The 2035 plan had the "Let Year" as 2015, open year 2017. Ben Wear reported 11/10/15 "Agency officials don't foresee construction until well into 2017, at the earliest. Construction would take three to four years, they said." The report was not consistent with the 2040 plan which lists the "let" year as 2020. (Source: CAMPO 2040 Long Range Plan - Table 32 Road Projects Pg. 169) The consequence of pulling the amendment is CTRMA has to align the MoPac South "Environmental Assessment" with the newly adopted 2040 regional plan, which includes the connection of MoPac to IH-35. July 13, 2015, An additional $460,922 was approved by the CTRMA Board of Directors (attached: "CTRMA & Jacobs July 13, 2015") to align the previous environmental assessment with the new The contact directs Jacob's Engineering to redo much of the "Environmental Study" for the Mopac South Project, including new traffic engineering and public outreach. CTRMA has expressed this time period extension is "In response to community feedback for additional public involvement on the MoPac South Environmental Study" but it is fixing an expensive mistake made with taxpayer Rider 42 funding because they had to re-initiate the environmental study to align the data with the 2040 Regional Transportation Plan. Wishbone Design: Merge with 2244 Traffic - AM Peak Period Merge with Northbound Traffic and enter express lanes right before 2244 - PM Peak Period (photo could not attach using this comment form) Direct Connection Over Lady Bird Lake Design - Dropped right at Cesar Chavez with no merge AM & PM periods (photo could not attach using this comment form) 2015 Bluetooth data provided by CDM Smith Questionable A public information request shows • "big difference

From: Wendi Hundley
To: [redacted] Alter, Steve; Garza, Della; eta.bauston@austintexas.gov; jan.riviera@austintexas.gov; greg.spear@austintexas.gov; Kitchen, Ann; dron.zimmerman@austintexas.gov; leslie.pash@austintexas.gov; ellen.troxclair@austintexas.gov; kathie.tovo@austintexas.gov; Gallo, Sharri; mayor@rollingwood.com; Brigid Shea; Barbara Rush; ron.davis@traviscountytx.gov; Gerald Daugherty@Brownscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@Texas.gov; Charles R. Wintheil; Sean Real; sbustamante@mobilityauthority.com; Mark Espinoza; cbridgeman@mobilityauthority.com; Smith, David P.; greg.malatek@txdot.gov; Amy Pattillo
Subject: CTRMA - Public Comment Process
Date: Friday, November 20, 2015 4:53:30 PM
Attachments: Screen Shot 2015-11-20 at 4.33.33 PM.png

Dear CTRMA,

Most federal, state and local planning organizations have a portal for citizens to upload comment letters via .pdf files. CTRMA allows comment only through a form on www.mopacsouth.com which doesn't allow for attachments.

CTRMA allows electronic method of faxing in comments. However, I noticed today, Friday November 20, 2015 **the fax maching is not functioning.**

I request you improve your public comment protocols to make this process more accessible to the public and allow the public a reasonable way to submit public comment on these very important issues. It would be helpful if the online portal could support comments that include the ability to comment directly on engineering maps or snapshots of the maps.

Respectfully,

Wendi Hundley

HOW TO SUBMIT COMMENTS

Today at the Open House:

- Give comments verbally to the court reporter
- Fill out a comment form

Electronic Method:

- Go to the website: ***www.MoPacSouth.com***
- Send a fax to 512-996-9784

Mail:

Central Texas Regional Mobility Authority
c/o MoPac South Environmental Study
3300 North I-35, Suite 300
Austin, Texas 78705

All comments must be received by **November 20, 2015** to be part of the official record of the Open House

MoPac South

COMMENTS ON VIRTUAL OPEN HOUSE

Wendi	Hundley	11/20/15	Dear CTRMA, Most federal, state and local planning organizations have a portal for citizens to upload comment letters via .pdf files. CTRMA allows comment only through a form on www.mopacsouth.com which doesn't allow for attachments. CTRMA allows electronic method of faxing in comments. However, I noticed today, Friday November 20, 2015 the fax machine is not functioning. I request you improve your public comment protocols to make this process more accessible to the public and allow the public a reasonable way to submit public comment on these very important issues. It would be helpful if the online portal could support comments that include the ability to comment directly on engineering maps or snapshots of the maps. Respectfully, Wendi Hundley

From:	Wendi Hundley
To:	Wendi Hundley
Cc:	atomlinson@HNTB.com; [redacted] al.alonzi@dot.gov; [redacted] Adler, Steve; Garza, Delia; ora.houston@austintexas.gov; pio.renteria@austintexas.gov; greg.cesar@austintexas.gov; Kitchen, Ann; don.zimmerman@austintexas.gov; leslie.pool@austintexas.gov; ellen.troxclair@austintexas.gov; kathie.tovo@austintexas.gov; Gallo, Sheri; mayorfarrell@cityofrollingwood.com; Brigid Shea; Barbara Rush; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; Charles R. Winfield; Sean Beal; spusteinyk@mobilityauthority.com; Mario Espinoza; mheiligenstein@mobilityauthority.com; Johnson, Ashby; greg.malatek@txdot.gov
Subject:	MoPac South Comment
Date:	Friday, November 20, 2015 8:35:23 PM
Attachments:	Dear CTRMA Board of Directors and Staff.pdf

Dear CTRMA,

Attached is my public comment on the MoPac South project. I request this letter and the attachment be included in the official public comment and administrative record for the MoPac South Project.

Respectfully,

Wendi Hundley

From: Wendi Hundley
To: [redacted] atomlinson@HNTB.com; [redacted] al.alonzi@dot.gov; [redacted] Adler, Steve; Garza, Delia; ora.houston@austintexas.gov; pio.renteria@austintexas.gov; greg.cesar@austintexas.gov; Kitchen, Ann; don.zimmerman@austintexas.gov; leslie.pool@austintexas.gov; ellen.troxclair@austintexas.gov; kathie.tovo@austintexas.gov; Gallo, Sheri; mayorfarrell@cityofrollingwood.com; Brigid Shea; Barbara Rush; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; Charles R. Winfield; Sean Beal; spusteinyk@mobilityauthority.com; Mario Espinoza; mheiligenstein@mobilityauthority.com; Johnson, Ashby; greg.malatek@txdot.gov
Subject: CTRMA & CAMPO Public Comment
Date: Friday, November 20, 2015 7:50:08 PM
Attachments: CAMPO comments not included in public record.pdf

Dear CTRMA Board of Directors and Staff,

March 2, 2015, CTRMA requested an amendment to the 2035 CAMPO plan, to align the regional plan with the CTRMA "Preferred Alternative" which would have changed the scope of the MoPac South project from 1-toll lane each direction to 2-toll lanes each direction in the 2035 CAMPO plan. The public comment period for this amendment was March 9, 2015 to April 2, 2015.

The information released by CTRMA at the public open house on **February 26, 2015,** reflected the preferred alternative CTRMA chose was 2-lanes each direction with elevated lanes over Lady Bird Lake.

March 30, 2013, 3 days before the close of the official public comment period for the CAMPO 2035 plan, CTRMA withdrew their amendment request to the CAMPO 2035 plan, after receiving a lot of public inquiry about the change from 1-lane each direction to 2-lanes each direction and the proposed double decker over Lady Bird Lake.

This decision by CTRMA caused confusion among those who had taken the time to write unique comments to CTRMA and CAMPO regarding the change from 1-toll lane in each direction to 2-toll lanes in each direction and the addition of a double decker over Lady bird lake, which was added to take traffic into downtown when the two toll lanes cut down to 1-toll lane.

After an overlapping public comment period was over for both the CAMPO 2035 and CAMPO 2040 plans, any public comment that CTRMA staff, using their own discretion, deemed to be associated with the withdrawn amendment to the CAMPO 2035 plan were categorized and not made part of the "official public comments" for the 2040 Long Range Plan.

The compilation of emails that were excluded from the 2040 CAMPO plan official public comment were allegedly provided to the public and board by CAMPO prior to the Transportation policy board meeting but were not included in the official 2040 plan administrative record.

The attached letters have a clear connection to the current MoPac South project and are specific to the design and elevated lanes. Those who wrote to CTRMA and CAMPO regarding this issue have a right to have their voices heard.

I request this letter and the entire compendium of comments attached be included in the official public comment and administrative record for the MoPac South Project.

Respectfully,

Wendi Hundley

P.S. The letter and attachments have been mailed and hand delivered, in addition to this email.

CAMPO

Public Comments Received on the *CAMPO 2035 Regional Transportation Plan* Amendments

www.CAMPOTexas.org

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
Travis • Williamson • Hays • Bastrop • Caldwell

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Note: All page numbers referenced in this Table of Contents refer the page numbers formatted "Page #". Multiple comments were submitted to CAMPO with preexisting page numbers. Because of this CAMPO adopted a pagination format of "Page #".

Comments Received at the March 9, 2015 Public Hearing

CAMPO held a Public Hearing during the March 9, 2015 Transportation Policy Board meeting. The following is a summary of the comments given at the Public Hearing.

Bobby Lewinski – Donated time to Bill Bunch to speak on his behalf.

Susan Pantell – Signed in to speak and was not present.

Bill Bunch – Director of Save Our Springs– Requested that no action be taken in April on the 2035 Plan amendments but be pushed out to the May meeting due to the lack of public notification. Mr. Bunch on behalf of Save Our Springs opposes the amendment of the Loop 1 Express lanes

Craig Smith – Director of Pct. 5 of the Barton Springs Edwards Aquifer Conservation District – Requested that the studies for, MoPac South, Intersections of MoPac at La Crosse and Slaughter, Oak Hill Pkwy, and SH 45 (SW) be studied and examined as a cumulative impact on the Aquifer.

Barbara Myers – Had some concerns on the double decking of MoPac and the impact of flyovers at the major intersection. She also felt that the lack of public input was scarce due to lack of notification.

Mary Anderson – Requested not to connect IH-35 to MoPac and not to put toll lanes on MoPac, especially elevated toll lanes. Please extend the comment period.

Hester Pollard - Signed in to speak and was not present.

Stephen Winnington - Signed in to speak and was not present.

Comments Received from Online Survey

The following are the survey results from the online survey that was open during the March 2, 2015 through April 2, 2015 Public Comment Period. The results are organized by question type. The questions with an answer set provided are shown first. All of the open ended and demographic questions are shown after the questions with answer sets provided.

Table 1: Summary of Online Survey Responses

		Support	Do Not Support	No Opinion
2035 Regional Transportation Plan	US 183 (N) Express Lanes	93	83	35
	Loop 1 Express Lanes (Phase II)	96	83	35

Open Ended Comments (as received)

- I fully support both amendments. We need to move forward and allow SW Austin the ability to move. Thank you!
- Support the express lane amendment but not the delayed timing.
- These should be toll lanes, and tolls should vary by amount of congestion -- that is, they should continue to be "managed," not just "express."
- Great idea!
- I oppose all toll roads of every kind. Public transportation should remain property of the public.
- We need more roads and more lanes, not more tolls!
- Any additional lanes should be FREE access to the public. Not toll lanes.
- Support, but NO MORE TOLLS, please.
- Focus on where the congestion is...the inner city.
- While I support the addition of new lanes to both of these roadways, I do not support the expansion as managed lanes that are tolled.
- I support the need for new lanes. I do not support the new lanes as toll roads. Austin needs more roads, not more tolls!
- I cannot find information on the difference between a "Managed" lane and "express" lanes. I am opposed to adding 2 toll lanes but would be open to the idea of a free HOV lane.
- The use of managed toll,lanes might work but as of yet is unproven in Austin. Additional lanes across the Lake really could help though. The delay of starting the project is concerning as the delay will increase costs and delay the benefit.
- Why, with $B in added budget for infrastructure this year do these roads have to be toll roads?? Don't cut taxes for the wealthy, do your job for ALL citizens of this state, poor or rich.
- I support the additional lanes, just not the lanes being toll lanes.
- no detailed description was provided, how does this impact the lake?
- I would support HOV lanes (with access during certain hours (essentially drive times)) restricted to vehicles carrying 2 or more persons. This improves energy conservation and

rewards the right behaviors, in contrast with "Lexus Lanes" that only reward wealth (even though I own two Lexus vehicles).

- We need more lanes but not TOLL lanes.
- 1 Toll lane each side is enough on both Loop 1 and 183.
- While I support more lanes, I do NOT support more tolls
- Support with the caveat that these are not tolled lanes.
- Please add a tollway that connects Serene Hills Blvd and TX 45 on South Austin.
- I think the state should find a way to improve traffic without allowing citizens to be robbed by tolls....no more toll roads
- I am totally opposed to any extension over Zilker Park and the Green Belt.
- I am against all tolls on mopac and I think that raised lanes over town lake would be ugly and ruin the view of capital and downtown
- I am totally against the Toll feature of additional lanes on Mopac.
- I can't say I fully support the addition of these lanes. I think we need to add more lanes, but I don't think they should be tolled. We have enough toll lanes. I also don't think it's good to add more lanes on 183 dumping onto MoPac south-bound from 183 without adding more lanes to MoPac (also non-tolled). No other city in Texas has as many toll lanes as Austin - and every new lane we get to support our burgeoning population (outside the city limits) is tolled. Residents inside the city who have lived here our entire lives can no longer get around because all the new people use our neighborhood streets to cut through, and our highways are FULL. We need more lanes - NON TOLLED LANES.
- i think so, but depends on how those lanes would be managed. for example, tolling just economically stratifies the public road. Is there enough express traffic to go that full distance and smooth out the traffic flow? Having an express outlet at Slaughter will just encourage development further south, right?
- how does this improve traffic if there are no changes to the downtown area? More cars getting there faster d/n help situation. Plus, there does not appear to be help offered to cars entering Mopac a S of 183 or north of 290 instersections
- We need the lanes but they should not be tolled! This is ridiculous! Someone driving from Cedar Pk to downtown to work every day (highly likely scenario) is going to pay a TON in tolls. BUILD THE LANES WITH NO TOLLS! You're the government! We need more infrastructure for EVERYONE!
- Is the plan to add addition lanes going from Mopac to 183A? Adding more downstream doesn't seem like it would address the bottleneck in the overpasses

Comments Received from the Keep Mopac Local Electronic Form Letter: Signatories

The following individuals submitted an electronic version of a Keep Mopac Local form letter. These letters were submitted by via email or had copies of hand delivered. The 247 individuals listed below submitted a copy of the electronic form letter. Some individuals submitted only their first names, initials or no name at all.

Name : (Name)
Email : (Email)
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local
Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:
As you may know,TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:
1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;

2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;

3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and

4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

Austin Activist
Paul Addington
Jordan Allen
Tera Allison
Romalda Allsup
Megan Alrutz
Tara Anders
Kathryn Anderson
Liath Appleton
Daniel Armendariz
Katie Bartley
Sumeet Batra
Lyle Jean Bauer
Thomas Bauer
Paula Beaird
Tony Bell
Tony Bell
Angie Bennett
Charlotte Benson
Tracy Bethel
Laura Bettor
Stuart Blackwell
Karen Blizzard
Jessie Boyer
Pei-San Brown
Carolyn Bryant
Sharon Buckley
Karl Buesing
Dale Bulla
Pat Bulla
Jared Burck
Reed Burns
Reed Burns
Steve Burns
Matthew Caldwell
Susan Caldwell
Kathleen Capobianco
Jan Carlson
Michelle Carlson
Patrick Carlson
John Carter
Marie Case
Pepper Chastain
Jo Clifton
Becky Combs
Gary Cook
Robert Corbin
Brittney Couch
Sean Couch
Laura Craddick
Peter Craig
Eleanor Crose
Richard de Varga
Dana Dean
Gary Deaver
Brandy Dickinson
Pam Dickinson
Diana Dierks
Daniel Dillon
Martha Dillon
Sam Dominguez
Chris Donnelly
Nick Doughty
William Doyle
Barae Dula
Beverly Dunn
Carolyn Egan
Ashley Ellison
Jeanne Ann Epstein
Judith Falci
Nina Faulkner
Jennifer Foucher
Joanna Fried
Sheri Gallo
Chad Geraci
Jennifer Getman
John Getman
William Getman
Eliza Gilkyson
Sharon Gillespie
Robert Gilliland
Marlene Glade
William Glade
Linda Godinez
Will Godwin
Raul Gonzalez
Natasha Gray
Jennifer Greenberg
Sandra Gregor
Mark Hamre
John Hartigan
John Hartigan
Anna Hebel
Charlie Henderson
Louis Hine
David Hixon
Linda Holder
Will Holdit
Scott Holliman
Debra Hollinshead
Bonny Holmes
J. Hornet
Richard Howes
Jon Hundley
Wendi Hundley
Patti Iles
Glee Ingram
Dan Inman
Robert James
Carolyn Johnson
Katherine Jones
John Joyner
Lynn Kasten
Nanci Kehoe
Eileen Keller
Shelley Kilday
Robert Kinney
Diane Kloc
Jim Kuhn
Sarah Langer
Cole Latimer
Carolyn Lewis
Julie Lewis
Leslie Lindzey
Vicky Linsalata
Ben Livingston
Laura Loudamy
Chris Lowrimore
Mary Lupo

Brian Lynch
Joseph MacNaughton
Clayton Maebius
Majesta Majorca
Richard Maness
Julie Marquis
Isaac Martinez
Erin McAuley
Meredith McDaniel
Andrea McGee
Liz McGuire
Mark McKim
Heather McKinney
Bill Meacham
Mona Mehdy
Megan Meisenbach
Regina Melomo
Kent Miller
Kerri Monroe
Greg Morisey
Chris Munson
Thomas Murphy
Ellen Nemec
Desmond Ng
Richard Noster
Mary O'Connell
Mary Oliver
Tiffany O'Shea
Matthew Otto
John Pace
Todd Pardee
Annalisa Peace
Nell Penridge
Lady Perrin-Sparks
Karen Peterman
Bill Pflum
Margo Pflum
Melanie Plowman
Stephanie Polakowski
Carly Price
Deborah Price
Tom Price
Todd Pruner
David Race
Frances Ramsey
Georgia Raven
Louise Reading
Margaret Reyes
Henry Reynolds
Mary Reynolds
Anitra Richardsin
Joel Richardson
Ken Ripperger-Suhler
Lynn Robbins
Nancy Robinson
Joseph Robles
Sonia Rodriguez
Raul Rojas
Benita Rubinett
Jennifer Rustgi
Kelly S.
Hilary Saltzman
Mary Sanger
Libby Santos
Rosana Scaff
Patrice Schexnayder
Lisette Schmidli
Dorinda Scott
Ashley Shanks
Molly Sheehan
Molly Sheehan
Christiaan Siano
M. Carolyn Silva
Toni Simone
Kimberly Simpson
Kevin Sims
Edwin Smith
Monte Smith
Jeffrey Solomon
Jenny Sparks
Warren Stansberry
Jennifer Stein
Daryl Stewart
Justin Stinus
Jenny Stone
Morgan Stone
Amanda Sylvie
Claudia Thompson
Paul Thompson
Veryan Thompson
Sarah Todd
Susan Todd
Perry Tongate
Gregory Tran
Helen Triesch
Rick Triplett
William Tucker
Tim Urano
Emily Villani
Gus Voelzel
Marissa Vogel
Rebekah Voigt
Greig Waddell
Lisa Walsh
Alexis Webster
Susan Welborn
Caroline Wibbelsman
Ellen Willmore
Kristin Wilson
Katherine Winge
Shannon Zaninovich
Aaron Zapata
Ricardo Zuniga
Amanda (Not Provided)
Ashley (Not Provided)
Gabby (Not Provided)
James (Not Provided)
Malachi (Not Provided)

Comments Received via campotexas.org

The following comments were received via CAMPO's website, campotexas.org, during the March 2, 2015 through April 2, 2015 Public Comment Period. These comments include unique comments and modified form letters.

From: [redacted]
To: Administrator
Subject: 4 toll lanes and a double decker bridge? no thanks!
Date: Monday, March 30, 2015 12:05:49 PM

Name : Garret Nick
Email : [redacted]

Subject : 4 toll lanes and a double decker bridge? no thanks!

who in the world came up with this new, last minute plan to put a double decker bridge over lady bird lake??!?? why in the world are we catering to traffic by building more capacity? i'm sure you, being traffic engineer professionals, are aware that this will not create any long term congestion solution for mopac or any part of austin. there is not a study on earth that shows that adding more roads (and ultimately more cars) will reduce traffic. you are just spending all our tax dollars on failed ideas. we need transportation infrastructure ideas that work, not the same old tired ideas that gobble up our open spaces and pave everything so people can sit alone in their cars, bumper to bumper. look at california! look at i-10 through houston! these are tired old ideas that solve nothing. smart transportation options are what we need - stop incentivizing sprawl and rewarding people for choosing to commute across town every day.

From: [redacted]
To: Administrator
Subject: 2035 Amendments - Please Slow Down
Date: Thursday, March 26, 2015 2:41:00 PM

-------- Original Message --------

Name : Wendi Hundley
Email : [redacted]
Subject : 2035 Amendments - Please Slow Down

Dear City, County, TxDOT, CTRMA and CAMPO officials:

The CAMPO board is supposed to vote on the 2035 Plan proposal (and whether or not to include the Mopac amendments) April 1st. This leaves many people in West Austin with no public testimony contemplated at that time. We just found out about the Double Decker February 26th, 2015. Then CAMPO scheduled a "workshop" withthe City of Rollingwood March 11th that had no new information but was more likely a distraction tactic to draw attention away from the March 9th CAMPO Public Input session. Our city was not invited to this public meeting.

I beg the CAMPO Board to slow down this process so that our community may have time to learn more about the proposal and provide input to the decision. This Double Decker will be built over our parks and our residential community.

Best Regards,
Wendi Hundley

From:	Catherine Scott
To:	Capital Area Metropolitan Planning Organization
Cc:	mayorfarrell@cityofrollingwood.com; administrator@cityofrollingwood.com; Brigid.Shea@traviscountytx.gov; Barbara.Rush@traviscountytx.gov; ron.davis@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov
Subject:	2035 Plan Proposal
Date:	Sunday, March 29, 2015 9:01:08 PM

Dear City, County, TxDOT, CTRMA and CAMPO officials:

The CAMPO board is supposed to vote on the 2035 Plan proposal (and whether or not to include the Mopac amendments) April 1st. This leaves many people in West Austin with no public testimony opportunities. We just found out about the Double Decker February 26th, 2015. Please don't approve the amendment to add two toll lanes in each direction. Any expansion in this area should be limited, WITHOUT double decker flyovers through West Austin, Zilker Park, and Austin High School. I ask the CAMPO Board to slow down this process so that our community may have time to learn more about the proposal and provide input to the decision. This Double Decker will be built over our parks and our residential community.

Concerned Rollingwood citizen,
Catherine Scott
[redacted]

From: Amy Rung
To: Capital Area Metropolitan Planning Organization
Subject: Alternative plans for Mopac are needed!
Date: Tuesday, March 31, 2015 9:35:04 PM

Dear CAMPO, City, County and State officials:

Our local toll road authority's (CTRMA) recent proposal to add four toll lanes on Mopac, from Cesar Chavez across Lady Bird Lake and south to Slaughter Lane, if built, will require a double decking of Mopac over Lady Bird Lake, with flyovers connecting to Cesar Chavez alongside Austin High School. This will create additional air, noise & light pollution in my neighborhood of Rollingwood. It's also going to negatively impact our public spaces including the Hike & Bike Trail, Ladybird Lake, Zilker Park, Barton Springs & Austin High School. These are Austin treasures that make our city unique. Please delay this vote and provide alternative plans. The city needs to invest in alternative ways for people to commute and reduce the amount of cars on the roads. Austin is supposed to set an example for other cities on environmental issues! I am also 100% against connecting I-35 to Mopac by way of extending 45. Putting more traffic including 18-wheelers onto Mopac is not the answer! It seems like the proposal is a way to assist creating MORE traffic for generations to come. Surrounding cities (Cedar Park, Oak Hill, Leander, etc.) should have incentives to use public transportation to commute downtown. A light rail system should be a long term plan.

Sincerely,

Amy Rung

Rollingwood Resident since 2004

From: Susan Pantell
To: Kone, Alex
Subject: Amendments to the CAMPO 2035 Regional Transportation Plan
Date: Thursday, March 12, 2015 2:41:14 PM

Mr. Kone,

I attended the board meeting but was not able to stay to comment on the 2035 plan amendments, and the staff said I should send them to you, so they are as follows.

Your questionnaire for the public on the 2035 RTP Amendments does not provide a space for comments, and that should be provided.

Regarding the Loop 1 project, the CTRMA information focuses on travel times but does not provide sufficient information on other impacts. They should provide a complete discussion of the costs and benefits of going from one to two lanes.The Loop 1 proposal should be evaluated along with SH 45SW, since it would be one connected project. In particular, the cumulative impacts of both projects on the Edwards Aquifer should be evaluated.

The analysis should also include a more thorough evaluation of the pros and cons of HOV versus express lanes. The TSM and TDM alternative should be evaluated and compared with the others since it would have the lowest financial and environmental costs. The equity impacts of the toll roads should also be presented.

This analysis should be thoroughly vetted with the public before proceeding further. Because of the incomplete information on the impacts to traffic and the environment, the ability of the public to comment on the project is unreasonably limited.

Sincerely,

Susan Pantell

Capital Area Metropolitan Planning Organization

From: [redacted]
Sent: Monday, March 30, 2015 11:56 AM
To: Administrator
Subject: Oppose Mopac 4 toll lanes expansion loop; keep Mopac local

-------- Original Message --------

Name : Karl and Janice Buesing
Email : [redacted]
Subject : Oppose Mopac 4 toll lanes expansion loop; keep Mopac local
Message : Dear CAMPO, City, County and State officials:

In May and April CAM PO is set to vote on a request from our local toll road authority, CTRMA, to build a continuous tolled loop around Austin. But CTRMA doesn't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces, refusing to look at the whole loop project and alternatives that would better serve Austin mobility.

Most recently, CTRMA proposed to add, 4 tolled lanes on Mopac from Cesar Chavez to Slaughter Lane. This plan would require a double-decker bridge over Lady Bird Lake and connecting bridges through Zilker Park, Austin High School, and Barton Creek greenbelt property.

Please take action now to:

1. Remove the proposed new 4-toll lanes and double-decker bridge on Mopac over Lady Bird Lake from the proposed 2035 and 2040 long-range transportation plans.

2. Remove the proposed tolled-SH 45 SW and Mopac expansion loop, which would convert Mopac to an alternative Interstate 35 route, from the proposed 2040 long-range transportation plan.

3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway by removing the proposed connection of Interstate 35 to Mopac via the proposed SH 45 SW

4. Halt any action to build Phase I of SH 45 SW over the Barton Springs recharge zone or otherwise extend South Mopac until there is a comprehensive study of all of the costs and impacts of building a an expanded Mopac/SH 45 SW tolled loop connection to Interstate 35

There are several other options to help solve our traffic problems, such as improving I35 through Austin, and encouraging big commercial trucks and cars to use Hwy 130 by reducing or eliminating its tolls. Please consider these solutions before agreeing to destruction of more natural beauty in Austin, and the addition of MORE traffic onto downtown streets by those proposals described above. Thank you!

Sincerely,
Karl and Janice Buesing

From: Amber Meinzer
To: Capital Area Metropolitan Planning Organization
Subject: Campo 2040 plan - Mopac plans
Date: Wednesday, April 01, 2015 7:34:44 PM

I am writing to request that consideration of the current plan to do double decker over MoPac at the bridge over Lady Bird lake be put on hold so that all the pieces of the plan to create a continuos loop around Austin can be considered together. I strongly believe that there are other, better options for decreasing mopac travel times than putting in double levels of lanes over the lake. The double lanes will just increase number of people on mopac, not decrease travel times. The double decker plan will have a negative impact on the environment, noise and quality of life of not only those living close to the area in question but for all Austinites who enjoy using our hike and bike trail. I am a native Austinite and this would be a travesty in my eyes. Please find another way!

Amber Meinzer

Sent from my iPhone

From: Roy E. Greenwood
To: Capital Area Metropolitan Planning Organization
Subject: Cesar Chavez/Barton Springs Road double-decker/flyover-request to postpone action
Date: Tuesday, March 31, 2015 10:47:33 AM

Campo:

This morning I received a mailing concerning this project, which, quite frankly, astounded me. I'm a Westlake Hills resident, and attempt to keep apprised of all news, especially matters that directly concern me, but in this case, I feel completely **blindsided** by receiving notice of this proposal, especially since the mailing indicates that public comment is to be cut off by April 2, 2015, literally only *hours* from now. I have never heard of this project! **I object to this RUSH TO JUDGMENT!**

Having literally only *moments* to study this proposal, I can think of numerous reasons to register such an objection, including, but not limited to: the lack of long-term notice for such a major proposal; the apparent effort to extend the *toll road concept*, to which I've always objected; the lack of utility for such a proposal for any number of reasons (i.e., it does not fulfill an immediate need); the lack of information concerning the cost for such a project, how is to be funded, etc.; the environmental impact to the Park and the Lake based upon this project; the complete disruption of access to Bee Cave Road for many months, perhaps years, especially since Bee Cave Road is the only real access road that most of Westlake Hills residents have into the city; and, any number of other collateral objections which I will probably think of within the next day or two.

Please postpone any votes on this project and extend the time for public comment, and in the end, cancel further consideration of this limited, but massive boondoggle project.

--
Roy E. Greenwood

From:	Betty Dickson
To:	Capital Area Metropolitan Planning Organization
Cc:	Betty Dickson
Subject:	Comments for the Amendments to the MoPac South 2035 Plan
Date:	Wednesday, April 01, 2015 4:52:20 PM

If our nation's capital has been able to avoid double decker lanes and fly-overs all these many years, we should be able to do the same to preserve the beauty of Ladybird Lake, Zilker Park, and all the area along MoPac South to Slaughter Lane. The double decker plans and fly-overs in the amended 2035 Plan for MoPac South need to be eliminated. Also, the frontage road and/or highway planned to be built behind and close to Austin High School should also be eliminated for the safety and health of the students.

Alternate plans to replace the amended MoPac South need to be those identified by the KeepMoPacLocal.org organization.

Additionally we need a coordinated and comprehensive plan for the entire region with mass-transit, including rail, along with pedestrian (the ages 8 to 80 plan), bicycle and other multi-modal plans for the region. I understand that a comprehensive plan would need to be implemented in segments, but no segment should be implemented without a regional comprehensive plan in place.

Regarding a regional comprehensive plan specific to the Austin area, Lone Star Rail should execute its plan as quickly as possible so that local stops along MoPac to downtown would be in place as an incentive for drivers to commute by mass-transit. The bus system or other multi-modal transportation would allow train commuters to reach their destinations. The toll for highway 130 needs to be removed to allow trucks and vehicles to by-pass downtown Austin, if desired, rather their than adding to the congestion in Austin. And since the MoPac North's varied toll rates are designed to manage vehicle throughput to about 45 miles per hour minimally, I-35 needs to have a toll of varied rates to reduce congestion.

Regards,
Betty Dickson

From: Kent McMillan
To: Capital Area Metropolitan Planning Organization
Cc: [redacted]
Subject: Comments on CTRMA Proposal for South MoPac
Date: Wednesday, April 01, 2015 10:50:32 AM

I am strongly opposed to the CTRMA proposal to add a double-deck flyover on MoPac/Loop 1 across Lady Bird Lake.
That configuration will extend the reach of noise pollution and be a blight on the lake and parkland it would traverse.
Once that is full to capacity, what would be the proposed fix other than to add more lanes to it? Now is the time to plan for better alternatives, not after the damage has been done.

Respectfully,

Kent

Kent McMillan, RPLS
[redacted]

From:	Glenn Starnes
To:	Capital Area Metropolitan Planning Organization; Brigid.Shea@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sara.Eckhardt@traviscountytx.gov; mayorfarrell@cityofrollingwood.com; administrator@cityofrollingwood.com
Cc:	Glenn Starnes; Becky Combs
Subject:	Concerns about MoPac expansion plans
Date:	Thursday, April 02, 2015 4:56:56 PM

To those involved with MoPac Expansion Planning,

I have recently become aware of the south-side MoPac expansion plans. I learned some of these details during a Rollingwood town hall meeting, the Smart Mopac website, and from fliers posted through out my neighborhood.

As a resident of the Rollingwood community, I am quite concerned about the present proposals for the MoPac expansion:

1. I am concerned that plans for a double-decker fly-over from MoPac to Downtown will increase noise and light pollution. Since this portion of road would be elevated, both the noise and lighting are likely to be much more notable to greater distances. Since I live less than a mile from MoPac, my family and community will likely be affected. I raised this concern during the town hall meeting, and the general reply was "studies could be done about these issues". This implies that no studies have been to date and no clear solutions for mitigation have been considered. It is imperative that studies on such issues be thoroughly considered before any actions are taken.
Furthermore, I struggle to understand how the flyover would improve traffic flow to Downtown. There are already major arteries branching off of MoPac to Cesar Chavez, and they back up due to traffic intersections near Lamar. Injecting the flyover into this path will only increase the amount of traffic funneled to this intersection, causing even greater traffic back-ups.

2. It is also my understanding there are changes planned to make MoPac an effective bypass to IH-35; not only for local traffic, but also for inter-regional truck traffic. It is my understanding that TX-45 and 130 highways are supposed to be the intended bypass routes for IH-35. If the current bypass traffic density is not as intended, then there should be additional incentives put in place to encourage truck traffic to use these intended routes instead of adding to the severe congestion that already exists on MoPac.

I and many of the residents who attended the Rollingwood town hall meeting expressed frustration that we were just recently becoming aware of such plans that appear to be fast-tracked to an execution phase. I think it is imperative that more time be given for local residents to understand the ramifications of these plans and have their opinions heard and concerns addressed. It is important that alternative plans be considered, reviewed, and voted on.

Thank you for your considerations,
-Glenn Starnes
Resident of Rollingwood community

From:	Edward Lee
To:	Capital Area Metropolitan Planning Organization
Cc:	mayorfarreli@cityofrollingwood.com; administrator@cityofrollingwood.com; brigid.shea@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhart@traviscountytx.gov
Subject:	Concerns over South MoPac Expansion
Date:	Wednesday, April 01, 2015 1:06:41 PM

To Whom It May Concern:

Because of my work schedule, I am unable to attend the majority of the community forums and the public meetings. I would like to strenuously voice my frank opposition certain parts of this plan and my general concerns to this plan overall.

I don't think that anyone can disagree with the fact that traffic is a major problem in Austin. And I do not believe that my concerns regarding the plan are simply a reflexive Not In My Backyard posture. However, there are certain parts of the plan that in my opinion, do not make sense, and would have a profound negative impact on the area in exchange for very little benefit. Also, there has really been very little time to sufficiently communicate with the community and its leaders in order to get feedback regarding the plans for expansion.

Conceptually, I am not opposed to more roads, or even toll roads for that matter. However, the layout for the toll roads do not make sense when considering the population to the West and Central areas of Austin. Express lanes that turn from MoPac to Cesar Chavez would still become congested in a very short distance from MoPac and would still lead to significant congestion on MoPac itself. Even people traveling from the Slaughter area and further south will still hit significant congestion at the 5th St/Cesar Chavez/2244 areas.Hardly a solution.

From a safety standpoint, trying to enter the Express Lanes if you are coming heading South from Bee Caves Rd., you would enter MoPac from the onramp north of Barton Skyway. You would then have to cross multiple lanes of traffic to get into the express lanes in I believe ~1800 feet, which is, in my opinion, too short a distance to traverse safely.

As for the northbound express lanes, the solution does not provide enough of a widespread benefit for the community to balance out the negative impact on the area. Many people from the Lake Travis region, Westlake, and even the areas between downtown and 360 will have little benefit from this plan.

Plus, the idea that this expansion may eventually tie into 45, and provide an additional North-South corridor for traffic trying to escape the I-35 corridor is a horrible idea. Everyone can agree that MoPac is already congested, and adding additional traffic from the I-35 corridor makes this an untenable situation.

However, my GREATEST concerns are regarding the idea of adding a double decker freeway section over Lady Bird Lake. Of course, living in Rollingwood, I can already hear MoPac at my house, and the idea of the additional noise and light pollution is extremely concerning to me and my family. Not to mention that this section of MoPac is over an environmentally sensitive area and Austin's major greenspace and park. Zilker Park attracts huge portions of Austinites and people from out of town for general recreation and major events. To add another deck to the freeway would really be an concrete eyesore in an area of town everyone is using as a greenspace. This is especially

ill-conceived given that it is not a more comprehensive solution to the traffic problem, especially around the downtown area. When you add in the potential negative impact on the the environment, especially Lady Bird Lake, I cannot believe that this was seriously considered as a viable plan.

My family would like to join the growing number of concerned community members in requesting that CAMPO allow more time for this process to develop. This would allow community members to become better informed as to the advantages AND disadvantages of the proposal. In the interests of transparency, the families that will be impacted by these decisions should at least have the right to examine the plan in more detail, provide additional input, voice their concerns, and in some cases demand that changes be made. This proposal will have a great impact on the environment and neighborhoods in some of the most densely populated parts of Austin and Rollingwood. The very least that should be allowed is to give the community time to carefully examine and measure its impact.

Regards,

Edward Lee

From:	Christy Lamb
To:	Capital Area Metropolitan Planning Organization; Brigid.Shea@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov
Cc:	mayorfarrell@cityofrollingwood.com; administrator@cityofrolligwood.com
Subject:	Delay of Vote on CTRMA proposal!
Date:	Tuesday, March 31, 2015 4:58:50 PM

Dear Persons and Organizations of Distinction,
My name is Christy Lamb, a resident of twenty two years of the city of Rollingwood.
I am asking all of you to please delay the vote of the CTRMA proposal based on the 2000 Census, of the four toll lanes on MoPac between Cesar Chavez and Slaughter Lane.
Prudence dictates a plan based on the more current 2010 Census and also to explore viable alternatives.
Please slow down the process in part to provide community members time for education and input.
Thank you for your service and for consideration of my request.
Christy Lamb

From:	watts
To:	Capital Area Metropolitan Planning Organization; brigid.shea@traviscountytx.gov; ron.davis@traviscountytx.gov; gerald.daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.eckhardt@traviscountytx.gov
Cc:	administrator@cityofrollingwood.com; mayorfarrell@cityofrollingwood.com
Subject:	Delay vote on MoPac expansions
Date:	Monday, March 30, 2015 6:11:36 PM

Dear Travis County Commissioners and CAMPO Representatives,

Please delay the vote and revisit solutions for any MoPac expansion. What we experience as Austinites is rush hour, not traffic. Rush hours happen all over the country. People plan for them by waking earlier, riding a bike, taking back roads, carpooling, or using public transportation. My experience commuting in the Northeast for 15 years was that no matter how many roads were paved, lanes added, or bridges built, the final problem is bottlenecking. The proposal of an elevated express lane and 2 exit lanes heading north will funnel down to one traffic light on Caesar Chavez. This idea looks snazzy in a rendering and kept a civil engineer very busy, but it isn't going to help the unavoidable, rush hour.

Concerned Resident,
Eric Watts

--
Eric Watts

From:	Gayle Rosenthal
To:	brigid.shea@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; margaret.gomez@traviscountytx.gov; sarah.eckhardt@traviscountytx.gov; Thom Farrell; administration@cityofrollingwood.com; Capital Area Metropolitan Planning Organization
Subject:	DO NOT APPROVE Mopac Toll Roads
Date:	Tuesday, March 31, 2015 10:45:07 AM

To CAMPO, Commissioners, CTRMA, Mayor Farrell, Austin City Council, City of Rollingwood, City of Austin:

The information which has been provided regarding the expansion and tolling of MOPAC south of Cesar Chavez is wholly inadequate and fails to provide any kind of real notice and due process to the citizens of Austin and Rollingwood, Texas regarding the loss of previously paid for access
to public roads, the true cost and contract allocations which will result from approval, and the impact on the environment & property values adjacent to and near the expansion.

If you vote to approval this plan as it now stands, every opportunity will be lost to **INSURE** that the current aesthetics, livable quality, and functionality of a major asset to the City of Austin
will be maintained. If you vote to approve **NOW** you are voting to throw into question major issues that have **NOT BEEN ADDRESSED**.

The question of whether the expansion is needed and for what purpose it is needed has not been addressed. If we are attempting to satisfy current capacity, then caps on future development should be included. Otherwise we just add business opportunity for more development and a further increase in traffic, all at the expense of long-term Austin, Westlake and Rollingwood residents
who have spent their lives building this City.

I access Mopac every day via the Rollingwood Dr./Mopac feeder, and via the Bee Cave/Mopac exchange. There is **NO** information on major impact and development issues provided on
http://www.mopacsouth.com/about/. Indeed the website states there **WILL BE ANALYSIS** and the neighborhood **WILL BE CONSULTED** on major aspects of the plan including :

- Need and purpose for improvements to MoPac Expressway
- Alternatives and roadway design
- Bicycle and pedestrian accommodations
- Corridor aesthetics
- Neighborhood access and connectivity

Until a fully developed plan with clearly stated **GUARANTEES** can be added to the vote, such as:

GUARANTEED PROTECTION OF CURRENT NON TOLLED ACCESS AND CONNECTIVITY
GUARANTEED ADDITION OF SOUND BARRIERS AND ROADWAY AESTHETICS
GUARANTEED PEDESTRIAN AND BICYCLE ACCOMMODATIONS
GUARANTEED CAPS ON ANCILLARY DEVELOPMENT ASSURING CONTINUED CAPACITY SATISFACTION

GUARANTEED PROTECTION AGAINST ENVIRONMENTAL DEGRADATION

you must **delay any approval** for this proposal on April 13, 2015.

Gayle Rosenthal

From:	Jacqueline Benitez
To:	Capital Area Metropolitan Planning Organization
Cc:	mayorfarrell@cityofrollingwood.com; administrator@cityofrollingwood.com; Brigid.Shea@traviscountytx.gov; Barbara.Rush@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov
Subject:	Do NOT approve 2035 Plan Amendment-double decker in MOPAC
Date:	Monday, March 30, 2015 10:39:01 AM
Attachments:	No double deck bridge.docx

Please listen to our families & neighborhood.
Thanks
Jacqueline Benitez, Manuel Rosso,
Jacqueline Rosso, Sofia Rosso, Monica Rosso, Manuel Rosso-Tridas

Dear City, County, TxDOT, CTRMA and CAMPO officials:

The CAMPO board is supposed to vote on the 2035 Plan proposal (and whether or not to include the Mopac amendments) April 1st. This leaves many people in West Austin with no public testimony opportunities. We just found out about the Double Decker February 26th, 2015. Please don't approve the amendment to add two toll lanes in each direction. Any expansion in this area should be limited, WITHOUT double decker flyovers through West Austin, Zilker Park, and Austin High School. I ask the CAMPO Board to slow down this process so that our community may have time to learn more about the proposal and provide input to the decision. This Double Decker will be built over our parks and our residential community.

Jacqueline Benitez, Manuel Rosso , Jacqueline Rosso, Sofia Rosso, Monica Rosso & Manuel Rosso-Tridas

From:	Angie Charnes
To:	Capital Area Metropolitan Planning Organization
Cc:	mayorfarrell@cityofrollingwood.com; Brigid.Shea@traviscountytx.gov; Barbara.Rush@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; ron.davis@traviscountytx.gov; kirk.watson@senate.state.tx.us
Subject:	Do not approve amendment for South Mopac Toll Road expansion as written, allow public testimony
Date:	Sunday, March 29, 2015 3:58:53 PM

Dear City, County, TxDOT, CTRMA and CAMPO officials:

The CAMPO board is supposed to vote on the 2035 Plan proposal (and whether or not to include the Mopac amendments) April 1st. This leaves many people in West/Southwest Austin with no public testimony opportunities. We just found out about the Double Decker February 26th, 2015. Please don't approve the amendment to add two toll lanes in each direction. Any expansion in this area should be limited, WITHOUT double decker flyovers through West Austin, Zilker Park, and Austin High School. **I urge the CAMPO Board to slow down this process so that our community may have time to learn more about the proposal and provide input to the decision.**

Angie Charnes

[redacted]

From: Sussman, Harvey M
To: Capital Area Metropolitan Planning Organization
Subject: double decker & fly over
Date: Monday, March 30, 2015 7:48:31 PM

Dear CAMPO:

I am a long time resident of Austin, as we moved here in 1970. My wife and I have witnessed Austin change from a 'cozy' and comfortable college town to 'Dallas-light'.

The proposed construction of the double-deck fly over Lady Bird Lake is a BIG MISTAKE in my humble opinion. I live in Rollingwood and would be negatively impacted by this monstrosity. I'd rather be in traffic and take a few minutes longer to get home than see that toll road become a reality. Do we really want to turn Austin into another Dallas or Houston.

Please vote "NO" on this construction project. We don't need it and the citizens directly affected due to proximity to Mopac especially do not want such a road way.

I'm on my knees begging!

Sincerely

Harvey Sussman
[redacted]

Capital Area Metropolitan Planning Organization

From: [redacted]
Sent: Monday, March 30, 2015 12:04 PM
To: Administrator
Subject: Oppose Mopac 4 toll lanes expansion loop; keep Mopac local

Name : Santos Escobar, Jr.
Email : [redacted]
Subject : Oppose Mopac 4 toll lanes expansion loop; keep Mopac local

Dear CAMPO, City, County and State officials:

As you may know, in May and April CAM PO is set to vote on a request from our local toll road authority, CTRMA, to build a continuous tolled loop around Austin. But CTRMA doesn't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces, refusing to look at the whole loop project and alternatives that would better serve Austin mobility.

Most recently, CTRMA proposed to add, 4 tolled lanes on Mopac from Cesar Chavez to Slaughter Lane. This plan would require a double-decker bridge over Lady Bird Lake and connecting bridges through Zilker Park, Austin High School, and Barton Creek greenbelt property.

Please take action now to:
1. Remove the proposed new 4-toll lanes and double-decker bridge on Mopac over Lady Bird Lake from the proposed 2035 and 2040 long-range transportation plans.

2. Remove the proposed tolled-SH 45 SW and Mopac expansion loop, which would convert Mopac to an alternative Interstate 35 route, from the proposed 2040 long-range transportation plan.

3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway by removing the proposed connection of Interstate 35 to Mopac via the proposed SH 45 SW

4. Halt any action to build Phase I of SH 45 SW over the Barton Springs recharge zone or otherwise extend South Mopac until there is a comprehensive study of all of the costs and impacts of building a an expanded Mopac/SH 45 SW tolled loop connection to Interstate 35.

As a native Austin-ite, I learned and grew in the city and had the benefit of enjoying the comfort of an easy-going Austin that respected the beauty of the nature embedded within it. Extensive toll road plans will overwhelm the nature that exists in the city, and pose an unfair burden on low-income families in the city. Toll roads do not serve all the residents in Austin. I believe a solution is out there, one that may require removing roads and engaging residents in other forms of transportation, and that the team of experts drafting that vision have the skills and knowledge to find a solution that does not ignore community input.

Thank you for your attention and continued efforts to improve Austin.

Santos Escobar, Jr.
Resident, Austin District 9
Member, Wildflower Church
Student, UT Austin Graduate Nursing School
Town Lake Running Trail Enthusiast

From: Clare Hudspeth
To: Capital Area Metropolitan Planning Organization
Subject: expansion of Mopac
Date: Monday, March 23, 2015 11:39:20 AM

To Whom It May Concern:

Please let me second the extensive objections sent to you by **Wendi Hundley of Rollingwood**. She has done her homework and her views express ,my views and the identical views of many, many people. I have lived in Rollingwood for 19 years and drive Mopac almost every day.

I appreciate the efforts to reduce traffic jams by the work currently underway. BUT . . . adding an overpass over the Mopac Bridge at Lady Bird Lake and through West Austin would be very detrimental to some of the most beautiful parts of our City. West Austin and the Bee Cave area are jewels of our city. Please do not increase the scope of work on Mopac. My daughter and grandchildren live in a modest home one block west of Mopac near Windsor and a double-decker bridge would ruin her lovely neighborhood. The noise and the view would be terrible for them and for all of us.

Thank you for any support you can give to my position.

Sincerely,

Clare Hudspeth
[redacted]

From:	Mary McMahon
To:	Capital Area Metropolitan Planning Organization
Subject:	FW: Double Decker Issue Not Over - Immediate Action Still Needed
Date:	Wednesday, April 01, 2015 7:49:44 PM

Re: Mopac related traffic plan
April 1, 2015
Dear CAMPO Transportation Policy Board, CTRMA and related government agencies,
Please explore any environmental issues related to the Mopac traffic plan
Please explore and release to the public the alternative plans for MoPac expansion over Lady Bird Lake.
Explore an release to the public, plan that will address traffic issues with 2244 Rollingwood Drive, Barton Springs Rd, Barton Sky and 360 intersections.
Explore options that will improve pedestrians and bikes safety coming from West MoPac, including a pedestrian walkway over Barton Springs Rd.
Explore traffic Dampening at Barton Springs and Rollingwood Drive in the form of traffic circles or stop signs at Rollingwood Drive and Barton Springs. Sidewalks from the Lady Bird Lake Trail to Bee Caves Blvd (connecting to ADA Sidewalks on Bee Caves) and on up to Liberty Park Dr to connect with the ADA Sidewalks there.
Please do not rush a decision....Please take the time to consider all aspects expecially future impact of this project.

Yours truly,
Mary
Mary McMahon

From: Mary Anderson
To: Capital Area Metropolitan Planning Organization
Cc: Zamorano, Art
Subject: Fw: Tues. Mar. 31st:!CommunityForum,Elected Officials,MoPac South TollRd & Elelvated Bridge Proposal-KeepMoPacLocal!
Date: Monday, March 30, 2015 3:50:14 PM
Attachments: dataun-file.png

Dear CAMPO Board Members and Staff:

The friends and neighbors in and around the South MoPac Corridor are requesting, please, that the CAMPO Board extend the comment period past the original April 2nd deadline, in order to allow the residents adequate time to learn about respond to the pending proposals, and to contribute their own suggested changes and opinions.

As yet, many of the neighborhood folks have not been made aware of the changes, or the meeting slated for Tuesday, March 31st. We feel that the 2 days following the formal presentation at Austin High School is really not enough time for comments to be gathered and sent in to CAMPO regarding this proposal.

Thank you for your careful consideration of these matters that are so important to us all.

Mary Anderson,
Coordinator
[redacted]

-----read more below regarding meeting-----

On Saturday, March 28, 2015 10:14 PM, Texans Against Tolls <texansagainsttolls@yahoo.com> wrote:

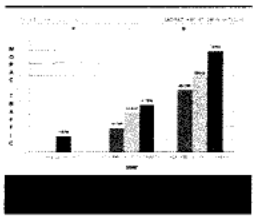
On Tues. Mar. 31st! Please come to this very important Community Forum with Elected Officials about the Mopac South Toll Road & Elelvated Bridge Proposal.

The comment period ends April 2nd, so Send in your objections for the project to campo@campotexas.org ---& thanks for your help & comments.

To learn more & to send in comments please go to this website: Keep Mopac Local

[redacted]

Keep Mopac Local
[redacted]



----- Forwarded Message -----
From: Mary Anderson [redacted]
To: "Barbara.rush@traviscountytx.gov" <Barbara.rush@traviscountytx.gov>
Sent: Saturday, March 28, 2015 8:48 PM
Subject: Thank You for Sending: Community Forum w/ Elected Officials on Mopac S. Toll Rd & Elelvated Bridge Propo

On Friday, March 27, 2015 5:37 PM, Barbara Rush <Barbara.Rush@traviscountytx.gov> wrote:

Community Forum – Please Attend
Mopac South Toll Road & Elevated Bridge (over Lady Bird Lake) Proposed Plan

Date: Tuesday, March 31 @ 6:00-7:30pm

Location: Austin High School Cafeteria (1715 W. Cesar Chavez)

Hosted by:

- Travis County Commissioner Brigid Shea
- Austin Mayor Steve Adler
- Austin Mayor Pro Tem Kathie Tovo
- Austin Council Member Ann Kitchen
- Rollingwood Mayor Thom Farrell
- AISD Trustee Amber Elenz
- Austin High School

Please attend the March 31st forum to learn about the proposal to construct four toll lanes on Mopac, between Cesar Chavez and Slaughter Lane. The **proposal includes elevated lanes over Lady Bird Lake with a flyover next to Austin High School** onto Cesar Chavez.

This toll road project is a proposal from the CTRMA, our local toll road authority, and TxDOT. The CAMPO Board, our region's transportation authority, will be voting soon on whether to approve this proposal and the public comment deadline is April 2nd.

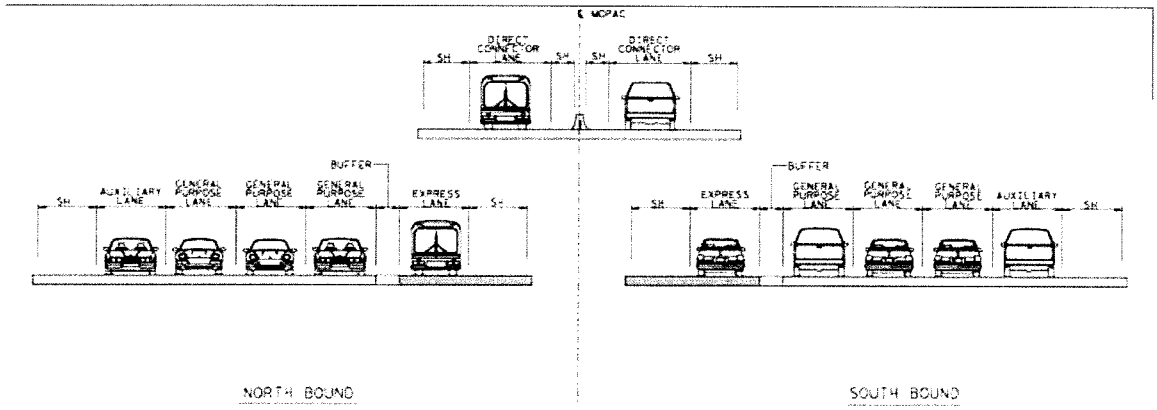
The Community Forum will include presentations by CTRMA on the South Mopac proposal and by Keep Mopac Local (a coalition of concerned community groups). The forum will also include a question/answer session.

For more information, please contact Barbara Rush at [redacted] or [redacted]

Organizations:
CTRMA – Central Texas Regional Mobility Authority

TxDOT – Texas Department of Transportation
CAMPO – Capital Area Metropolitan Planning Organization

Below is a schematic of the proposed of Mopac toll road expansion with elevated lanes over Lady Bird Lake.



PROPOSED TYPICAL SECTION A-A
Bridge at Lady Bird Lake

Barbara Rush
Chief of Staff
Office of County Commissioner Brigid Shea, Pct 2
Phone: 512-854-1480
Email: Barbara.Rush@traviscountytx.gov

From: Chris Bean
To: Capital Area Metropolitan Planning Organization
Subject: Fwd: NO MOPAC Double Deck Expansion!
Date: Thursday, April 02, 2015 10:29:49 AM

Dear CAMPO, City, and State leaders.

I live in the Zillker neighborhood and object the the proposal to build a double deck set of lanes on top of the current MoPac Expressway. This would significantly decrease the quality of life for citizens that live near Zilker Park and Central Austin. This would also greatly diminish one of the City's greatest assets, Zilker Park.

Mopac should NOT be tolled and putting lanes for SH45 on top of current "free" roads is a government taking of roads that have already been paid for by our citizens. Toll roads are not the answer to everything. Please limit our reliance on tolls and third party contractors to manage same.

Even if you build the double deck lanes, it will take forever, be extremely expensive, and be grid-locked by the time you finish it.How about moving the MoPac rail line to far Eastern Travis County and using the line for commuter rail or for additional lanes? That would be a much more cost effective use of our tax dollars.

If you need more North - South routes, please remove the lights from 183 and add fly-overs.

Regards,

Chris Bean

From: Ken
To: Capital Area Metropolitan Planning Organization
Subject: General Query:
Date: Tuesday, March 10, 2015 8:33:54 PM

To the board members:

Please vote "no" on the proposed south Mopac plan.

This new plan for 4 toll lanes and 2 decks is contrary to the wishes of the people. It is contrary to prior plans and recommendations. It is inordinately expensive. And it will further degrade the quality of live for those who live nearby.

Respectfully,

L K Hine
[redacted]

Sent from my iPad

Capital Area Metropolitan Planning Organization

From: [redacted]
Sent: Sunday, March 29, 2015 12:15 PM
To: Administrator
Subject: NO! No toll lanes. No more concrete. Keep MOPAC local!!

-------- Original Message --------

Name : Mark Hall
Email : [redacted]
Subject : NO! No toll lanes. No more concrete. Keep MOPAC local!!
Message : Dear CAMPO, City, County and State officials:

As you may know, in May and April CAMPO is set to vote on a request from our local toll road authority, CTRMA, to build a continuous tolled loop around Austin. But CTRMA doesn't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces, refusing to look at the whole loop project and alternatives that would better serve Austin mobility.

Most recently, CTRMA proposed to add, 4 tolled lanes on Mopac from Cesar Chavez to Slaughter Lane. This plan would require a double-decker bridge over Lady Bird Lake and connecting bridges through Zilker Park, Austin High School, and Barton Creek greenbelt property.

Please take action now to:
1. Remove the proposed new 4-toll lanes and double-decker bridge on Mopac over Lady Bird Lake from the proposed 2035 and 2040 long-range transportation plans.

2. Remove the proposed tolled-SH 45 SW and Mopac expansion loop, which would convert Mopac to an alternative Interstate 35 route, from the proposed 2040 long-range transportation plan.

3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway by removing the proposed connection of Interstate 35 to Mopac via the proposed SH 45 SW

4. Halt any action to build Phase I of SH 45 SW over the Barton Springs recharge zone or otherwise extend South Mopac until there is a comprehensive study of all of the costs and impacts of building a an expanded Mopac/SH 45 SW tolled loop connection to Interstate 35.

Please respect the wishes of the majority of us who have lived in the Austin area for decades. NO more toll roads (I'm paying more in tolls than in utilities here), NO more paying of our beautiful city, and NO to a crazy double-decker road over Town Lake. Bad, bad, bad ideas!

Thanks,

Mark
Austin

From: [redacted]
To: Capital Area Metropolitan Planning Organization
Subject: Halt any action to build Phase I of SH 45 SW over the Barton Springs recharge zone
Date: Thursday, April 02, 2015 11:54:12 AM

Dear CAMPO:

I respectfully request a closer look at the whole tolled loop project around Austin and alternatives that would better serve both Austin mobility and environmental protection for the health and wellbeing of all who live, work, visit, and play in Austin now and in the future.

Most recently, CTRMA proposed to add, 4 tolled lanes on Mopac from Cesar Chavez to Slaughter Lane. This plan would require a double-decker bridge over Lady Bird Lake and connecting bridges through Zilker Park, Austin High School, and Barton Creek greenbelt property. I am concerned about impacts such as on recharge zones and green / unpaved space.

Please take action now to halt any action to build Phase I of SH 45 SW over the Barton Springs recharge zone or otherwise extend South Mopac until there is a comprehensive study of all of the costs and impacts of building a an expanded Mopac/SH 45 SW tolled loop connection to Interstate 35. Thank you.

Sincerely,
Christina Johanna Benevich

Kone, Alex

From: Terri Hall [redacted]
Sent: Saturday, March 07, 2015 9:13 PM
To: Capital Area Metropolitan Planning Organization
Subject: No tolls in 2040 Plan

Texans Uniting for Reform and Freedom (or TURF) and Texans for Toll-free Highways represents tens of thousands of Texans statewide and work with a network of over 300 grassroots groups across the state.

We share the following concerns about CAMPO's 2040 Plan and proposed amendments to the TIP/MTP.

Please vote to reject the proposed amendment that would add two toll lanes in each direction on Mopac, from Cesar Chavez to Slaughter Lane, necessitating an elevated bridge over Lady Bird Lake. The volume of toll roads planned for the Austin area is unsustainable, unaffordable, and isn't doing anything to fix congestion. Use the money from Prop 1 and the new funds coming from the Texas legislature to fix Austin roads without tolls.

CAMPO/TxDOT told us that we had to use tolling because there wasn't enough money to build free roads. But now that the state is adding $4 billion of new cash, CAMPO still wants to toll everything. (Plus, Austin has about $1 billion of new money from Transportation Development Credits.)

All of this new money, $5 billion, is being put into adding two lanes to I-35. Therefore, in order to pay for all of the other big road projects, CAMPO wants to impose expensive toll taxes on Ausitn freeways, yet the ***traffic studies show that adding two toll/bus lanes on I-35 will cause congestion to increase more than building nothing at all on I-35***.

The common sense solution is to use the new road money to build the 183 South project as a free road. That will peel traffic off of I-35. That only costs ~$500 million so there is still plenty of money left over to build all of the other proposed toll roads as free roads. By 2020, there is enough money to pay the bonds on SH 130 and remove the tolls there. That takes more cars and trucks off of I-35.

For the transit side, the 2040 Plan calls for converting two of the existing lanes on very important arterials into ***bus-only lanes*** (Burnet, Riverside, N and S Lamar, Guadalupe, S Congress and other unnamed streets). ***This will force people to choose between using I-35, MoPac or transit buses.*** In other words pay a toll or ride the bus. The vast majority of Texans rely on cars to get to work and always will. The planners at CAMPO need to stop tinkering with our roadways and shrinking auto capacity thinking it'll force a change in behavior and make people ride transit or pay outlandish toll taxes to have mobility. The bottom line is buses are inefficient and take longer per trip than cars, even on a congested roadway. Texans cannot afford to pay $10-$15/day in toll taxes to get to work and will find alternate routes to avoid paying, forcing traffic onto our already congested city streets. Toll roads don't solve congestion and quire unsustainable debt that can't be repaid without massive subsidies like the $100 million

in gas taxes already used to bailout Sh 130, Hwy 1,and 45 and the subsidies being proposed for truck toll rates on SH 130.

CAMPO's computer model projects that if the 2040 Plan is built as written, **congestion will get far worse than it is now**. You suggest that if employers change their work hours to begin before 6:00 AM or after 10:00 AM, or if employers convert jobs into telecommuting jobs, then it is possible that congestion might be reduced *a little bit* in the future. you're saying that *people must give up their property rights and let CAMPO do land-use planning if we want congestion reduced* below the current level. This won't work. Use the money the voters approved and the funds coming form the legislature to fix our roads and keep them toll-free!

Terri Hall
Founder/Director
Texans Uniting for Reform and Freedom and Texans for Toll-free Highways
[redacted]

From: Morrow321@aol.com
To: Capital Area Metropolitan Planning Organization
Subject: I am not for any toll roads on MoPac
Date: Monday, March 30, 2015 6:09:52 PM

Mary Anderson speaks for me. As does Terri Hall of Texas TURF. I am letting you know my opinion. Toll roads are too expensive and inhibit a person's right to mobility.

Robert Morrow Austin, TX [redacted]

Capital Area Metropolitan Planning Organization

From: [redacted]
Sent: Sunday, March 29, 2015 11:50 AM
To: Administrator
Cc: Mario Espinoza; Carlos Swonke; Elliott Naishtat; Donna Howard; Eddie Rodriguez; Kirk Watson; Sarah Eckhardt; Brigid Shea; Ron Davis; Adler, Steve; Kitchen, Ann; Garza, Delia; Melissa Hurst; Will Conley; Clara Beckett; Joe Bain; Jeff Coleman; Gerald Daugherty; Gallo, Sheri; Daniel Guerrero; Cynthia Long; Greg Malatek; Craig Morgan; Alfredo Munoz; James Oakley; Matt Powell; Dale Ross; David Siebold; Wick, Jim; Tovo, Kathie; Capital Area Metropolitan Planning Organization
Subject: Oppose Mopac 4 toll lanes expansion loop; keep Mopac local

-------- Original Message --------

Name : Colin Ingarfield
Email : [redacted]
Subject : Oppose Mopac 4 toll lanes expansion loop; keep Mopac local
Message : Dear CAMPO, City, County and State officials:

As you may know, in May and April CAM PO is set to vote on a request from our local toll road authority, CTRMA, to build a continuous tolled loop around Austin. But CTRMA doesn't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces, refusing to look at the whole loop project and alternatives that would better serve Austin mobility.

Most recently, CTRMA proposed to add, 4 tolled lanes on Mopac from Cesar Chavez to Slaughter Lane. This plan would require a double-decker bridge over Lady Bird Lake and connecting bridges through Zilker Park, Austin High School, and Barton Creek greenbelt property.

Please take action now to:
1. Remove the proposed new 4-toll lanes and double-decker bridge on Mopac over Lady Bird Lake from the proposed 2035 and 2040 long-range transportation plans.

2. Remove the proposed tolled-SH 45 SW and Mopac expansion loop, which would convert Mopac to an alternative Interstate 35 route, from the proposed 2040 long-range transportation plan.

3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway by removing the proposed connection of Interstate 35 to Mopac via the proposed SH 45 SW

4. Halt any action to build Phase I of SH 45 SW over the Barton Springs recharge zone or otherwise extend South Mopac until there is a comprehensive study of all of the costs and impacts of building a an expanded Mopac/SH 45 SW tolled loop connection to Interstate 35.

5. The best thing we can do to relieve traffic would be to replace existing lanes on mopac with trains. As is clear from decades of highway construction, adding more lanes only briefly relieves traffic.

Thank you,
Colin Ingarfield
Zilker Neighborhood

Capital Area Metropolitan Planning Organization

From: [redacted]
Sent: Monday, March 30, 2015 12:01 PM
To: Administrator
Subject: Oppose Mopac 4 toll lanes expansion loop; keep Mopac local

-------- Original Message --------

Name : Dirk Jordan
Email : [redacted]
Subject : Oppose Mopac 4 toll lanes expansion loop; keep Mopac local
Message : Dear CAMPO, City, County and State officials:

As you may know, in May and April CAM PO is set to vote on a request from our local toll road authority, CTRMA, to build a continuous tolled loop around Austin. But CTRMA doesn't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces, refusing to look at the whole loop project and alternatives that would better serve Austin mobility.

Most recently, CTRMA proposed to add, 4 tolled lanes on Mopac from Cesar Chavez to Slaughter Lane. This plan would require a double-decker bridge over Lady Bird Lake and connecting bridges through Zilker Park, Austin High School, and Barton Creek greenbelt property.

Please take action now to:
1. Remove the proposed new 4-toll lanes and double-decker bridge on Mopac over Lady Bird Lake from the proposed 2035 and 2040 long-range transportation plans.

2. Remove the proposed tolled-SH 45 SW and Mopac expansion loop, which would convert Mopac to an alternative Interstate 35 route, from the proposed 2040 long-range transportation plan.

3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway by removing the proposed connection of Interstate 35 to Mopac via the proposed SH 45 SW

4. Halt any action to build Phase I of SH 45 SW over the Barton Springs recharge zone or otherwise extend South Mopac until there is a comprehensive study of all of the costs and impacts of building a an expanded Mopac/SH 45 SW tolled loop connection to Interstate 35.

As a long-time Austin resident and someone who pays the price to live in central Austin, it appears our public officials are sacrificing the people who live in Austin so that folks in Williamson and Hays county can have a nicer commute. You will destroy the crown jewel of Austin, which is Lady Bird Lake.

From: [redacted]
To: Administrator
Subject: keep mopac local
Date: Tuesday, March 17, 2015 10:40:58 AM

-------- Original Message --------

Name : Dr. Noster
Email : [redacted]
Subject : Please withdraw the SH45 SW draft Environmental Impact Statement
Message : Dear TxDOT, CTRMA, and local and state officials:

Please withdraw the draft Environmental Impact Statement on the proposed SH 45 SW toll road in favor of an honest and comprehensive analysis of the real project: the conversion of Mopac from a local commuter highway to an alternative Interstate 35 West.

TxDOT and the CTRMA are currently pursuing this conversion of Mopac to I-35 West in piecemeal fashion, with the 4 mile segment of SH 45 SW over the Barton Springs Edwards Aquifer recharge zone as just one of four pieces. The other pieces include: (1) building freeway (or tolled) mainlanes and bridges at the Mopac/Slaughter and Mopac/LaCrosse intersections; (b) expanding South Mopac from Slaughter all the way north, across Lady Bird Lake to Cesar Chavez with up to four toll lanes (2 in each direction); and (c) building SH 45 SW Phase II from FM 1626 to I-35 and SH 45 SE.

Mopac traffic is already maxed out, especially at the bottleneck that exists at the Lady Bird Lake bridge. Moving forward with SH 45 SW Phase I before figuring out what, if anything, can be done to this bottleneck only assures much worse traffic on Mopac and more pollution of the Barton Springs Edwards Aquifer.

The traffic, financial, environmental and social impacts of building SH 45 SW and expanding Mopac from Cesar Chavez to the southern terminus must be studied before taking the first step. The Austin community deserves, and sound planning requires, that we analyze the whole picture – including viable alternatives that keep Mopac a local commuter highway while improving commuter and interregional traffic flow along the I-35 corridor.

Please promptly undertake an honest evaluation of alternatives that do not divert I-35 commuters to already overwhelmed Mopac or further pave and pollute the Barton Springs Edwards Aquifer.

Thank you for your consideration.

From: [redacted]
To: Administrator
Subject: keep mopac local
Date: Tuesday, March 17, 2015 10:37:43 AM

-------- Original Message --------

Name : Janice W Randle
Email : [redacted]
Subject : Please withdraw the SH45 SW draft Environmental Impact Statement
Message : Dear TxDOT, CTRMA, and local and state officials:

Please withdraw the draft Environmental Impact Statement on the proposed SH 45 SW toll road in favor of an honest and comprehensive analysis of the real project: the conversion of Mopac from a local commuter highway to an alternative Interstate 35 West.

TxDOT and the CTRMA are currently pursuing this conversion of Mopac to I-35 West in piecemeal fashion, with the 4 mile segment of SH 45 SW over the Barton Springs Edwards Aquifer recharge zone as just one of four pieces. The other pieces include: (1) building freeway (or tolled) mainlanes and bridges at the Mopac/Slaughter and Mopac/LaCrosse intersections; (b) expanding South Mopac from Slaughter all the way north, across Lady Bird Lake to Cesar Chavez with up to four toll lanes (2 in each direction); and (c) building SH 45 SW Phase II from FM 1626 to I-35 and SH 45 SE.

Mopac traffic is already maxed out, especially at the bottleneck that exists at the Lady Bird Lake bridge. Moving forward with SH 45 SW Phase I before figuring out what, if anything, can be done to this bottleneck only assures much worse traffic on Mopac and more pollution of the Barton Springs Edwards Aquifer.

The traffic, financial, environmental and social impacts of building SH 45 SW and expanding Mopac from Cesar Chavez to the southern terminus must be studied before taking the first step. The Austin community deserves, and sound planning requires, that we analyze the whole picture – including viable alternatives that keep Mopac a local commuter highway while improving commuter and interregional traffic flow along the I-35 corridor.

Please promptly undertake an honest evaluation of alternatives that do not divert I-35 commuters to already overwhelmed Mopac or further pave and pollute the Barton Springs Edwards Aquifer.

Thank you for your consideration.

From: [redacted]
To: Administrator
Subject: keep mopac local
Date: Tuesday, March 17, 2015 10:34:31 AM

-------- Original Message --------

Name : Perry Heitman
Email : [redacted]
Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:
As you may know,TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Study the impact of expanding Mopac/SH 45 SW as a loop project, which is a likely outcome; stop the piece meal approach;

2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;

3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway;

4. Implement Rail and expanded mass transit options; and

5. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

From: [redacted]
To: Administrator
Subject: keep Mopac local
Date: Thursday, March 26, 2015 2:49:11 PM

-------- Original Message --------

Name : Tim Steckler
Email [redacted]
Subject : keep Mopac local
Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:
As you may know,TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and

2. Find a way to give incentives to truckers to use 130 instead of 35 and keep those trucks off I35.

3. Any Mopac expansion should be limited, withOUT double-decker flyovers through West Austin, Zilker Park, and Austin High School

-Tim Steckler

From: [redacted]
To: Administrator
Subject: Keep Mopac Local
Date: Thursday, March 12, 2015 4:18:45 PM

-------- Original Message --------

Name : Suzanne Bryant
Email : [redacted]
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know,TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;

2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;

3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and

4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

THE TIME FRAME FOR DISCUSSION AND PUBLIC INPUT ON THIS ISSUE MUST BE EXTENDED. AUSTIN RESIDENTS WILL NOT ACCEPT THIS ABRUPT CHANGE WITHOUT THROUGH DISCUSSION AND INPUT!!!

From: [redacted]
To: Administrator
Subject: keep mopac local
Date: Tuesday, March 17, 2015 10:41:53 AM

-------- Original Message --------

Name : Cristina Adams
Email : [redacted]
Subject : Please withdraw the SH45 SW draft Environmental Impact Statement
Message : Dear TxDOT, CTRMA, and local and state officials:

Please withdraw the draft Environmental Impact Statement on the proposed SH 45 SW toll road in favor of an honest and comprehensive analysis of the real project: the conversion of Mopac from a local commuter highway to an alternative Interstate 35 West.

TxDOT and the CTRMA are currently pursuing this conversion of Mopac to I-35 West in piecemeal fashion, with the 4 mile segment of SH 45 SW over the Barton Springs Edwards Aquifer recharge zone as just one of four pieces. The other pieces include: (1) building freeway (or tolled) mainlanes and bridges at the Mopac/Slaughter and Mopac/LaCrosse intersections; (b) expanding South Mopac from Slaughter all the way north, across Lady Bird Lake to Cesar Chavez with up to four toll lanes (2 in each direction); and (c) building SH 45 SW Phase II from FM 1626 to I-35 and SH 45 SE.

Mopac traffic is already maxed out, especially at the bottleneck that exists at the Lady Bird Lake bridge. Moving forward with SH 45 SW Phase I before figuring out what, if anything, can be done to this bottleneck only assures much worse traffic on Mopac and more pollution of the Barton Springs Edwards Aquifer.

The traffic, financial, environmental and social impacts of building SH 45 SW and expanding Mopac from Cesar Chavez to the southern terminus must be studied before taking the first step. The Austin community deserves, and sound planning requires, that we analyze the whole picture – including viable alternatives that keep Mopac a local commuter highway while improving commuter and interregional traffic flow along the I-35 corridor.

Please promptly undertake an honest evaluation of alternatives that do not divert I-35 commuters to already overwhelmed Mopac or further pave and pollute the Barton Springs Edwards Aquifer.

Thank you for your consideration.

4/1
~~3~~ 15

Ms. PJ Knight phone
opposes MoPac South
extension

[redacted]

add to Constant Contact

Capital Area Metropolitan Planning Organization

From: [redacted]
Sent: Monday, March 30, 2015 11:55 AM
To: Administrator
Subject: Oppose Mopac 4 toll lanes expansion loop; keep Mopac local

-------- Original Message --------

Name : gwilym lodwick
Email : [redacted]
Subject : Oppose Mopac 4 toll lanes expansion loop; keep Mopac local
Message : Dear CAMPO, City, County and State officials:

As you may know, in May and April CAM PO is set to vote on a request from our local toll road authority, CTRMA, to build a continuous tolled loop around Austin. But CTRMA doesn't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces, refusing to look at the whole loop project and alternatives that would better serve Austin mobility.

Most recently, CTRMA proposed to add, 4 tolled lanes on Mopac from Cesar Chavez to Slaughter Lane. This plan would require a double-decker bridge over Lady Bird Lake and connecting bridges through Zilker Park, Austin High School, and Barton Creek greenbelt property.

I am against action that would connect South Mopac through a SH 45 to I35. I'm afraid that if Mopac were perceived as an alternative to I35 it would further crowd an aready very congested Mopac expressway.

Please take action now to:
1. Remove the proposed new 4-toll lanes and double-decker bridge on Mopac over Lady Bird Lake from the proposed 2035 and 2040 long-range transportation plans.

2. Remove the proposed tolled-SH 45 SW and Mopac expansion loop, which would convert Mopac to an alternative Interstate 35 route, from the proposed 2040 long-range transportation plan.

3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway by removing the proposed connection of Interstate 35 to Mopac via the proposed SH 45 SW

4. Halt any action to build Phase I of SH 45 SW over the Barton Springs recharge zone or otherwise extend South Mopac until there is a comprehensive study of all of the costs and impacts of building a an expanded Mopac/SH 45 SW tolled loop connection to Interstate 35.

From: [redacted]
To: Capital Area Metropolitan Planning Organization
Subject: [redacted]
Date: Wednesday, April 01, 2015 9:49:27 PM

Attention CAMPO Staff:

We are residents of the City of Rollingwood and just became aware of the current proposal being considered by CAMPO to construct 4 toll lanes and a double decker freeway over the Lady Bird lake. Please know this proposal is unacceptable to us as this will have a tremendous impact to us as residents of Rollingwood. We respectfully request that CAMPO slow down this process so that we can become better informed about the proposal and have more opportunity to participate in the final decision.

Thank you in advance,

Duke and Nora Saldivar
[redacted]

Capital Area Metropolitan Planning Organization

From: Amber Meinzer [redacted]
Sent: Wednesday, April 01, 2015 7:35 PM
To: Capital Area Metropolitan Planning Organization
Subject: Campo 2040 plan - Mopac plans

I am writing to request that consideration of the current plan to do double decker over MoPac at the bridge over Lady Bird lake be put on hold so that all the pieces of the plan to create a continuos loop around Austin can be considered together. I strongly believe that there are other, better options for decreasing mopac travel times than putting in double levels of lanes over the lake. The double lanes will just increase number of people on mopac, not decrease travel times. The double decker plan will have a negative impact on the environment, noise and quality of life of not only those living close to the area in question but for all Austinites who enjoy using our hike and bike trail. I am a native Austinite and this would be a travesty in my eyes. Please find another way!

Amber Meinzer

Sent from my iPhone

From: Norma C. Williams
To: Capital Area Metropolitan Planning Organization
Subject: Mopac
Date: Wednesday, April 01, 2015 12:33:36 PM

Please vote "No" to the planned double decker over Lady Bird Lake.

Please slow down this process and seek an alternative.

Sincerely,

Norma Williams

From:	Charles Kreitler
To:	Capital Area Metropolitan Planning Organization; [redacted]
Cc:	Dave Claunch
Subject:	MOPAC "double decker and fly over" public comments
Date:	Wednesday, April 01, 2015 4:20:45 PM

April 1, 2015

Re; Public comment against the double decker bridge and fly way across Lady Bird Lake

To whom it may concern:

My wife and I recently received a mailing concerning a project for the expansion of the MOPAC bridge across Lady Bird Johnson Lake to a "double decker and fly over". This proposal quite honestly astounded me in the rapidity in which it is moving forward. As a concerned citizen, I needed to submit comments by April 2 (and the current date is April 1) and that CAMPO was going to vote on it by April 13. This is a project that will have immense impacts to our community but with a request for input from the public that almost appears as an after thought .

My wife and I are West Lake Hills residents since 1973. We have attempted to be aware of all news that affects our community, especially matters that directly concern our family. In this case, we feel completely blindsided by rapidity of the proposal, especially since the mailing indicates that public comment is to be cut off by April 2, 2015. This is a very critical issue that needs to be given the time to evaluate and digest its implications by our communities, West Lake Hills and Rollingwood.

It is clear that the various transportation agencies at the state and local level have not handled the traffic problem in Austin, and specifically MOPAC, well. I-35, MOPAC and the arterials into the city are overcrowded. No argument, but trying to impose a new roadway plan and a double -decker bridge in the matter of days is a gross insult to the communities that adjoin the area of the proposed changes. The primary beneficiaries for this construction are the new arrivals in southern Travis and Hays counties, not us, the long-time residences of West Lake Hills and Rollingwood. Our two cities are well-established family communities. Our communities have already been impacted by the growth in places like Bee Caves and beyond. The traffic from these communities has brought traffic in our streets to a stand still by those who live well outside our city limits. The residents of our two communities will be significantly impacted even more by this proposed construction over the river. Traffic at the intersection of Bee Caves and MOPAC essential will come to a standstill 24 /7 / 365 for years. We will essentially be cutoff from the city so that new residents in Hays County can get down town quicker. We bought here in 1973 because of the presence of "family-oriented" communities that had easy access to downtown Austin. Today we are losing our community; we are being choked by those who want to live tens of miles from the city on their little ranchettes and commute much of their waking day to work in a tall high rise downtown. Why should we have to be penalized for their driving habits?

I also have concerns about the loss of views that this construction will inevitably impact our views of downtown, the river, and Zilker Park. Zilker Park and Barton Springs are the crown jewel of Austin, but the park in recent years has been abused by this type of development. It gets rented out to private entrepreneurs and becomes a revenue generator for the city. It's becoming fenced off with limited access by the public. It is no longer a park for the people. Adding a double decker and flyways cannot be adding to the visual beauty of the park. The beauty of the park will be further degraded. The beauty of the river will be degraded. Thank God, Lady Bird will never have to see it. I'm sure it was never in her master plan!

Please postpone any votes on this project and extend the time for public comment, and in the end, cancel further consideration of this massive project that will further degrade our local communities and the livability of Austin. Please involve the local communities. Ask our opinions (at meetings that take "public" comment for more than 1.5 hours). Meet with the city councils of Rollingwood and West Lake Hills. Our communities are being abused in the name of progress and in the name of providing a comfortable drive for people that have not yet even bought their ranchettes in some gated community in Hays County. This has got to stop. Please vote "No".

Thank you.

Sincerely,

Charles Kreitler
[redacted]

From: Katie Maratta
To: Capital Area Metropolitan Planning Organization
Subject: Mopac bridge
Date: Thursday, April 02, 2015 4:11:10 PM

This email is to register my dismay at the prospect of solving Austin's traffic problems with the multiple-level mopac bridge proposal. More concrete? More lanes? And how long will that last?

Please reconsider this plan. And reject it.

Catherine Maratta

[redacted]

Sent from my iPhone

From:	Robert Turner
To:	Capital Area Metropolitan Planning Organization; Brigid.Shea@traviscountytx.gov; Ron.Davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov
Cc:	mayorfarrell@cityofrollingwood.com; administrator@cityofrollingwood.com; Richard Noster
Subject:	MOPAC DOUBLE DECK EXTENSION: PLEASE SO DOWN
Date:	Monday, March 30, 2015 3:21:38 PM

Ladies and Gentlemen:

PLEASE SLOW DOWN.
PLEASE DELAY THIS VOTE.
Please come up with ALTERNATE PLANS

As much as I agree that we have serious traffic issues in Central Texas,
something this environmentally sensitive really should not be put on a fast track or railroaded thru.....

Thank you for your consideration and support.

==========
Robert Turner
[redacted]

From:	Jerry Jasko
To:	Capital Area Metropolitan Planning Organization
Cc:	mayorfarrell@cityofrollingwood.com; administrator@cityofrollingwood.com
Subject:	Mopac Doubledecker
Date:	Wednesday, April 01, 2015 10:53:16 AM

This morning I received a flyer concerning the proposed highway change to Mopac. Since there is no viable mass transit system in Austin, we will need to constantly expand the roadways. On the surface, I think this is a very good proposal since it consumes very little additional right-of-way. At this point, I am in favor of it.

GJ Jasko

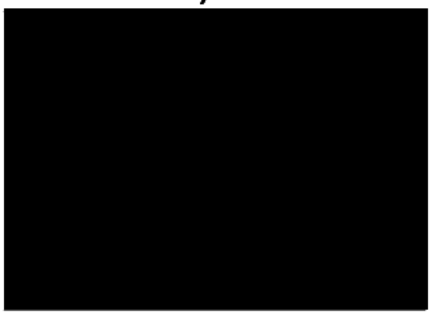
[redacted]

From:	Teresa Kelly
To:	Capital Area Metropolitan Planning Organization
Cc:	mayorfarrell@cityofrollingwood.com; administrator@cityofrollingwood.com; brigid.shea@traviscountytx.gov; barbara.rush@traviscountytx.gov; gerald.dougherty@traviscountytx.gov; ron.davis@traviscountytx.gov; margaret.gomez@traviscountytx.gov; sarah.eckhardt@traviscountytx.gov
Subject:	Mopac Expansion Amendment
Date:	Friday, March 27, 2015 11:48:41 AM

Please do NOT amend the 2035 plan to add additional express lanes to Mopac over Lady Bird Lake, requiring a double decker flyover. This plan will make it even more difficult for vehicles to enter or exit off Mopac to 2244 (Westlake/Bee Cave/Lakeway), which is becoming a major artery serving burgeoning development West of Loop 360/Bee Cave/Lakeway and points west. Also, the noise from MoPac/Bee Cave is already a problem for our neighborhood. My family can't use our backyard because of it. The noise and light pollution would be a detriment to the Nature Center, Zilker park and Austin High School.

Please stick by the current plan which calls for one managed lane in each direction. Then fix the major intersections 360, 2244, Barton Skyway. That would be a much better use of the money. Please listen to the people who live in the area. We do not want this double decker plan and we vote in droves. At least show us the alternate proposals and slow down the process so we can participate in any decision.

Teresa Kelly



From:	Susan Bennnett
To:	Capital Area Metropolitan Planning Organization
Subject:	Mopac Expansion and it"s effect on surrounding neighborhoods
Date:	Monday, March 23, 2015 8:56:35 AM

Hello, my name is Susan Bennett and I am a Rollingwood resident for the last 13 years. Your proposal to add a double decker would unfairly increase the burden of noise pollution, light pollution and air pollution on the surrounding neighborhoods and Zilker park. Additionally the view of our beloved Lady Bird Lake would be forever spoiled. The industrialization of the view by the double decks would quash the feeling that we do live in such a lovely natural space. This would be true for all drivers not just the ones driving on the addition but by drivers on 135, downtown and from any angle that one could see it. It is true that Mopac needs to be improved but I feel that in this instance the end does not justify the means. It is time for the planning committee to take a step back and really consider how future generations will view this and your own personal legacy as the entity responsible for this . I believe that ruining this wonderful area with the double decker would go down as a huge mistake made by your committee. Our city is changing and we do need to make room for our new neighbors, but not at the expense of what makes Austin such a wonderful place to live. I hope that you will do the following:

Reject the amendment to add two toll lanes in each direction along MoPac from Cesar Chaves south to Slaughter Lane.

Request that any expansion in this area should be limited, WITHOUT double decker flyovers through West Austin, Zilker Park, and Austin High School.

Susan Bennett

[redacted]

From:	Laurie Mills
To:	Capital Area Metropolitan Planning Organization
Cc:	mayorfarrell@cityofrollingwood.com; administrator@cityofrollingwood.com; Brigid.Shea@traviscountytx.gov; Barbara.Rush@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; margaret.gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov
Subject:	MOPAC Expansion Feedback for the 4/1 vote
Date:	Monday, March 30, 2015 8:32:21 AM

Dear City, County, TxDOT, CTRMA and CAMPO officials:

The CAMPO board April 1st vote on the 2035 Plan proposal (and whether or not to include the Mopac amendments) leaves many people in West Austin with no public testimony opportunities. We just found out about the Double Decker February 26th, 2015. **Please don't approve the amendment to add two toll lanes in each direction.** Any expansion in this area should be limited, WITHOUT double decker flyovers through West Austin, Zilker Park, and Austin High School. We ask the CAMPO Board to slow down this process so that our community may have time to learn more about the proposal and provide input to the decision. This Double Decker will be built over our parks and our residential community.

Regards,
Laurie & Jason Mills

From: [redacted] on behalf of DBB
To: Capital Area Metropolitan Planning Organization
Subject: MoPac expansion from Cesar Chavez south
Date: Wednesday, March 25, 2015 11:33:35 AM

I request that CTRMA and TxDOT:

1) Reject the proposed amendment to add two toll lanes in each direction along MoPac from Cesar Chavez south to Slaughter Lane.

2) Limit any expansion in this area and exclude use of double-decker flyovers through West Austin, Zilker Park, and Austin High School.

3) Slow down the review and decision-making process so that our community may have time to learn more about the proposal and provide input to the decision. Ensure that all solution options are evaluated publicly with adequate time for public information and participation.

-Deborah Bice-Broussard

From:	Leah Alberti
To:	Capital Area Metropolitan Planning Organization; brigid.shea@traviscountytx.gov; ron.davis@traviscountytx.gov; gerald.daugherty@traviscountytx.gov; margaret.gomez@traviscountytx.gov; sarah.eckhardt@traviscountytx.gov
Cc:	mayorferrell@cityofrollingwood.com; administrator@cityofrollingwood.com; Merritt Alberti
Subject:	Mopac Expansion over Lady Bird Lake
Date:	Wednesday, April 01, 2015 8:30:04 AM
Attachments:	Oppose Mopac Plan.pages

Please consider our concern for the proposed Mopac expansion in the attached letter.

Thank you,
Leah and Merritt Alberti
City of Rollingwood residents

April 1, 2015

Dear CAMPO, City, County and State officials:

Our local toll road authority's (CTRMA) recent proposal to add four toll lanes on Mopac, from Cesar Chavez across Lady Bird Lake and south to Slaughter Lane, if built, will require a double decking of Mopac over Lady Bird Lake, with flyovers connecting to Cesar Chavez alongside Austin High School.

We feel that this would have an enormous and irreversible negative impact to the City of Rollingwood, central and west Austin areas. We ask that you explore an alternative plan for traffic flow over Lady Bird Lake and you the commuters to downtown.

Please take action now to:

1. Explore and release to the public the alternative plans for Mopac expansion over Lady Bird Lake.

2. Explore and release to the public plan that will address traffic issues with 2244, Rollingwood Dr, Barton Springs Rd, Barton Skyway and 360 intersections.

3. Explore options that will improve pedestrians and bikes safety coming from West MoPac, including:
   - A pedestrian walkway over Barton Springs Rd
   - Traffic Dampening at Barton Springs and Rollingwood Drive in the form of traffic circles or stop signs at Rollingwood Dr & Barton Springs
   - Sidewalks from the Lady Bird Lake Trail to Bee Caves Blvd (connecting into existing ADA Sidewalks on Bee Caves) and on up to Liberty Park Dr. to connect with the ADA Sidewalks there.

Thank you for your consideration to this very important issue.

Sincerely,
Leah and Merritt Alberti
Rollingwood homeowners and taxpayers

From: Jennifer Getman
To: Capital Area Metropolitan Planning Organization
Subject: MOPAC expansion
Date: Wednesday, April 01, 2015 4:32:45 PM

To whom it may concern:

Please keep MOPAC as it is. The damage and destruction (to both humans and wildlife) should be avoided. This is not what Austin has been, or should ever be, about. It's not the best choice.

Sincerely,
Jennifer Getman
[redacted]

From:	Hannah Huckaby
To:	Capital Area Metropolitan Planning Organization
Subject:	Mopac expansion
Date:	Wednesday, March 25, 2015 5:20:36 PM

Good evening,

The toll road authority's (CTRMA) recent proposal that adds four toll lanes on Mopac, from Cesar Chavez across Lady Bird Lake and south to Slaughter Lane, if built, will require a DOUBLE DECKING of Mopac over Lady Bird Lake, with flyovers connecting to Cesar Chavez alongside Austin High School.

PLEASE REJECT THIS AMENDMENT THAT ALLOWS DOUBLE DECKING. There are lots of questions being raised, and so far the answers are limited. Some of these questions include impacts on traffic on Cesar Chavez and 5th St; on traffic, noise and air pollution at Austin High School; on noise, air and visual pollution on neighborhoods, Zilker Park, and the Lady Bird Lake hike and bike trail; on water quality at Barton Springs; and the financial impacts to residents. And many more questions about what are the real potential costs and benefits of this proposal.

Reject the amendment to add two toll lanes in each direction along MoPac from Cesar Chavez south to Slaughter Lane.

Any expansion in this area should be limited, WITHOUT double decker flyovers through West Austin, Zilker Park, and Austin High School.

Please SLOW DOWN this process so that our community may have time to learn more about the proposal and provide input to the decision. (The double decker plan was just made public Feb 26, 2015).

Thank you,
Hannah Huckaby, Austinite

From:	Kathryn Turpin
To:	Capital Area Metropolitan Planning Organization
Cc:	brigid.shea@traviscountytx.gov; ron.davis@traviscountytx.gov; gerald.daugherty@traviscountytx.gov; margaret.gomez@traviscountytx.gov; sarah.eckhardt@traviscountytx.gov; mayorfarrell@cityofrollingwood.com; administrator@cityofrollingwood.com
Subject:	MoPac Extension Work
Date:	Thursday, April 02, 2015 2:00:34 PM

Please, please, please slow down this process.

This is a very complicated project, and it will have a significant impact on ***all*** members of the Austin/Rollingwood/West Lake Hills community and anyone who uses MoPac, Town Lake, Barton Springs or the surrounding areas.

People who will be directly impacted by this project need more time to understand the project and then provide input. Plus, the decision makers should need more time to hear from the community.

Thank you.

Kathryn Turpin
[redacted]

Kathryn L. Turpin
[redacted]

From: David
To: Capital Area Metropolitan Planning Organization
Subject: Mopac Extension
Date: Tuesday, March 31, 2015 2:50:22 PM

Good afternoon-
I received an email just this week about a proposal for a double-decker bridge to accommodate a northbound lane from Rollingwood to the 1st Street exit. I understand we all must pitch in together to accommodate traffic in our growing communities, but a double decker flyover bridge overlooking Rollingwood and Zilker Park? Can we widen the existing bridge? Tunnel?
Rotating one-way lane?

We need to step back and continue our thinking, this time with more input from the community impacted the most and delay any vote until further proposals are considered and more community input.

David Reed
[redacted]
CDREED Professional Drafting

From:	J and C Harris
To:	Capital Area Metropolitan Planning Organization
Cc:	mayorfarrell@cityofrollingwood.com; "Charles R. Winfield"
Subject:	MoPac fly over comment
Date:	Wednesday, April 01, 2015 5:46:36 PM

To: CTRMA

From: Jim and Catherine Harris, 2501 Timberline Drive, Rollingwood, TX

We are disappointed at the news of a plan for a double-decker and fly over on Loop 1 (MoPac) near the entrance to the City of Rollingwood and Zilker Park. Please find a way to satisfy the traffic problems without encroaching on the long-established park and surrounding residential neighborhoods---Rollingwood and Barton Hills as well as Austin High School. The creation of MoPac itself displaced many homeowners in the 1970's and the road has inadequately solved the traffic problem. Why make the same mistake twice?

The current plan to build a fly-over at Cesar Chavez and MoPac is reminiscent of the 1980's effort to turn Cesar Chavez (1st Street) into a freeway, adjacent to Town Lake!! Thank goodness, sensible members of the Austin City Council defeated that plan. Ruining the beauty of the Park in order to address traffic issues is not acceptable. At that time (1981/82), retaining as much peace and tranquility as possible for Zilker Park outweighed the need to accommodate more cars and that should be the goal now in 2015. Concern for the Park and residential communities should continue to outweigh the importance of more roadways.

Why not put the flyover at the intersection of MoPac and Loop 360/Capitol of Texas Highway? That location would better serve the City to direct traffic to Hwy 71 and Capitol of Texas Hwy. rather than to Cesar Chavez. That location would also mirror the fly-over at 71 and IH35 directing traffic to Waco or San Antonio.

Catherine and Jim Harris

[redacted]

From:	Clift Richardson
To:	Capital Area Metropolitan Planning Organization
Subject:	Mopac Improvement Project
Date:	Thursday, March 26, 2015 4:50:23 PM

I have done some reading on the Mopac Improvement Project.

First I would like to say that any sound proof wall you can build on the elevated express way should be as high and thick as possible and designed to radiate sound towards down town Austin or the sky.

Second, I have to say the whole project seems like a huge expense for a 1 lane road.

Third, I am not sure that I have all the facts, but it appears that the mopac improvement project will bypass Bee Caves Rd, one of only 2 arteries to get onto Mopac from West of Austin? This seems an incredible oversight given that Bee Caves Rd serves as the access to Mopac and all of Austin for 4 cities, Rollingwood, Westlake, Bee Caves, and Lakeway. Who do you think is going to pay to use this very expensive express way? The people in South East Austin? No, it's the more prosperous people who live in these communities I have listed. The current design as I understand it, excludes the most affluent customer base available to the express way?

That is just bad business.

It is bad enough that the city of austin makes so much money already with special events like ACL Fest and the Trail of lights, while the neighborhoods in close proximity to Zilker park are not protected form noise traffic or crime or in any way compensated for the extreme inconvenience these special events bring.

Forcing Rollingwood and Westlake to serve as the parking lot for all of the traffic from the communities to the west is unjust.

My only solace is that the exorbitant property taxes I pay that support Travis County will surely go down with my property value.

Please make an effort to improve the Bee Caves Rd access to Mopac and the new express way.

Thank you for your consideration,

C-

... Avoid tame, colorless, hesitating, non-committal language.-Rule 12. William Strunk, Jr. The Elements of Style.

From:	Dan Richards
To:	Capital Area Metropolitan Planning Organization
Subject:	Mopac Northbound expansion
Date:	Wednesday, April 01, 2015 4:14:26 PM

To whom it may concern,

I am a longtime resident of Austin having moved here in 1969. I have watched the original construction of Mopac as well as many of the representations that have been made over the years regarding its intended purpose. I have attended two recent meetings with the design team and listened to their explanations for the most recent plan for north bound toll lanes from Slaughter lane. For a variety of reasons I believe the planned expansion is not in the best interests of the City. I have tried to make these reasons known to the individuals at the meetings. To the extent I need to I am writing you as well so my disapproval is noted.

I do not believe building a flyover across town lake is in the best interests of the city

I do not believe getting more cars from Slaughter lane to Ceasar Chavez accomplishes anything. I drive Ceasar Chavez almost daily and the idea that getting more cars to Ceasar Chavez somehow improves the City of Austin is without merit.

I do not believe encouraging toll traffic of single rider cars is in the best interest of the City.

I do believe increased bus traffic from the outlying areas is a good idea but I have been told that is not the task of the design team.

I do believe high occupancy vehicle lanes are a good idea to promote carpooling etc. I was told by the design team that did not get as many cars to Ceasar Chavez as toll lanes. I think their statement is true I just think it misses the point that Ceasar Chavez cannot handle any more cars.

I asked where the cars would go when they reached Ceasar Chavez and was told that was not the task of the design team.

All of this indicates to me that we have several different groups working on interrelated projects that are not working together for a real solution. I think designing an expansion of Mopac under these conditions does nothing to accomplish the goal of making Austin a more livable city.

Thank you Dan Richards

Richards Rodriguez & Skeith

Dan Richards

[redacted]

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From:	Tracy LaQuey Parker
To:	Capital Area Metropolitan Planning Organization
Cc:	"Patrick D Parker"
Subject:	MoPac South
Date:	Wednesday, April 01, 2015 9:34:24 PM

Campo Members,

I am writing to express my concern over the Mopac South Development Project. I know there have been meetings about improvement to Mopac but I feel like all of it has been so piecemeal that we haven't gotten a sense of the entire project. I am opposed to this project but at the very least I ask that you delay moving forward so everyone affected can understand the extent of this initiative.

I am a parent of a high schooler at Austin High School and a number of us have already been concerned about the safety of students at Austin High school if you implement this solution.
I am concerned about the environmental impact because of increased pollution.
I don't believe adding more and higher lanes will truly fix the problem.
Other cities are removing exactly these types of flyovers with great success so I'm wondering why Austin is adding them? We are an innovative city — we don't just need to add more and bigger lanes.

I have many many many other concerns but I feel the need to communicate quickly that I am VEHEMENTLY opposed to this project as is right now. I urge you to delay approval.

--Tracy LaQuey Parker

From:	Shaesby Scott
To:	Capital Area Metropolitan Planning Organization
Cc:	mayorfarrell@cityofrollingwood.com; Charles R. Winfield; Sarah.Eckhardt@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; ron.davis@traviscountytx.gov; Barbara.Rush@traviscountytx.gov; Brigid.Shea@traviscountytx.gov
Subject:	Mopac South 2035 Plan proposal
Date:	Monday, March 30, 2015 11:59:07 AM

Dear City, County, TxDOT, CTRMA and CAMPO officials:

The CAMPO board is supposed to vote on the 2035 Plan proposal (and whether or not to include the Mopac amendments) April 1st. This leaves many people in West Austin with no public testimony opportunities. We just found out about the Double Decker plans February 26th. 2015. Please don't approve the amendment to add two toll lanes in each direction. Any expansion in this area should be limited. WITHOUT double decker flyovers through West Austin. Zilker Park and Austin High School. I ask the CAMPO Board to slow down this process so that our community may have time to learn more about the proposal and provide input to the decision. The Double Decker will be built over our parks and our residential community.

Sincerely.

Shaesby Scott
Resident

From: Allen.Smith
To: Capital Area Metropolitan Planning Organization
Subject: Mopac South Development Project
Date: Thursday, April 02, 2015 11:16:22 AM

To Campo Members,

We are writing you to **oppose** the proposed Mopac South Development Project for the following reasons:

- As a parent of a student at Austin High School it will have a permanent destructive impact on the safety of students at Austin High School.
- It will have a visual, acoustic, and pollution destructive permanent impact on Zilker Park.
- Increased visual, noise and pollution impacts on Lady Bird lake and the hike and bike trail.
- Increased pollution on watersheds and aquifer recharge zones.
- The "flyovers" at Caesar Chavez increase the unsustainability of residential neighborhoods in the west Austin area.
- Finally, the project simply piles more cars on Mopac which exacerbates the back-up at Caesar Chavez, 5th, 6th and Enfield--the funnel effect. The money could be better spent on other projects such as: I 35, finishing the Hwy 290/Hwy 71 expressway beyond the "Y". One stated purpose of the project--"to provide *reliable* times" for the trip from Slaughter to downtown is an impossible goal because there are too many variables besides the size of Mopac--parking downtown being one;

Looking closely at the TxDot plans for future construction in the south and southwest, it is evident that the long term goal is a loop around Austin to function like I35 West--a terrible idea.

I urge you to vote down this over-sized project that will have terrible consequences for Austin's core and in the end will not have an impact on traffic.

Sincerely,

Mimi and Allen Smith

[redacted]

From: Bill Lauderback
To: Capital Area Metropolitan Planning Organization
Subject: Mopac South Development Project
Date: Wednesday, April 01, 2015 4:31:13 PM

I write to express my full support for the proposed Mopac South Development Project.

James W. Lauderback
[redacted]

Sent from my iPad

From:	Paul Lamb
To:	Capital Area Metropolitan Planning Organization; Brigid.Shea@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov
Subject:	Mopac South Expansion Project
Date:	Wednesday, April 01, 2015 5:01:40 PM

I want to thank you for giving us an opportunity to comment on the proposed Mopac South Expansion Project. **I can't express strongly enough my opposition to the proposed double-decker lane expansion.**

Austin's commitment to its parks and greenbelt is what makes it special. The greatest of these assets is Zilker Park and Auditorium Shores. Nothing should be approved to take aware from these Austin landmarks. The double-decker lanes would create additional traffic and noise while distracting from the park's beauty. It should not be approved.

--

Paul Lamb, FLMI, CLU, ChFC, AIE, REBC, RHU

[redacted]

From: neil
To: Capital Area Metropolitan Planning Organization
Subject: Mopac South Expansion
Date: Thursday, April 02, 2015 1:25:24 PM

Dear CAMPO citizens of Austin,

Please, whatever you do, do not construct the upper tier of Mopac over Lady Bird Lake and irreversibly impact the areas affected.

Many Thanks,
Neil Meili
Zilker Park

From:	JENNIFER KUHN
To:	Capital Area Metropolitan Planning Organization
Cc:	brigid.shea@traviscountytx.gov; rondavis@traviscountytx.gov; gerald.daugherty@traviscountytx.gov; margaret.gomez@traviscountytx.gov; sarah.eckhardt@traviscountytx.gov; mayorfarrell@cityofrollingwood.com; administrator@cityofrollingwood.com
Subject:	Mopac South flyover support!
Date:	Tuesday, March 31, 2015 8:47:20 AM

Dear Campo Members,

I live in Rollingwood and I am writing to express my strong support for the proposed South Mopac project. I have reviewed the proposal and your process and believe this is a sound approach to the significant traffic problems currently presented by the South MoPac/Cesar Chavez/Lake Austin interchange.

I frequently drive in this area during rush hour taking my sons to sports activities at the Town Lake YMCA. We have to leave Rollingwood at 5:30 to ensure that we arrive at the YMCA by 6:00 p.m.—this is a travel distance of less than 2 miles.

In contrast, we also drive to another youth sports program near Oltorf and I35—I can drive there in 12 minutes and leave Rollingwood at 5:45 to arrive before 6:00 by taking MoPac to 71 to I35 thanks to the improvements at the 71/I35 interchange.

My husband also works at 6th and Lavaca and his travel time has increased significantly over the last five years.

Further, I find it very difficult to visit my mother in Pflugerville because of the slow moving traffic on MoPac.

This improvement will have a significant impact on lives by decreasing the amount of time we spend sitting in traffic and increasing the time we can spend together as a family. Please do it.

Thanks,

-Jen Kuhn

[redacted]

From: Molly Scarbrough
To: Capital Area Metropolitan Planning Organization
Subject: MoPac South project
Date: Thursday, April 02, 2015 7:52:58 AM

Please do not include the MoPac South project as 4 toll lanes in the CAMPO plan. This solution needs much more study before it can be concluded that 4 lanes are needed, and we need to know what the trade offs are on the environment and our community before including it in the plan. Thank you for your consideration of these comments.

From:	Carolyn Saathoff
To:	Capital Area Metropolitan Planning Organization
Cc:	mayorfarrell@cityofrollingwood.com; administrator@cityofrollingwood.com
Subject:	MoPac South toll lanes proposal
Date:	Thursday, April 02, 2015 2:25:22 PM

Dear CAMPO,

I am a citizen of Rollingwood and urge you to please postpone decision on building double decker freeway over Lady Bird Lake. With so many community members residing and working in this region it is only fair to provide more time to gather data and share information on the impact this project will have. This area of town joining Lady Bird Lake is full of homes, businesses, parks, and recreational activities. The noise and light pollution a double decker freeway will bring is counter-intuitive to the beauty and preservation of Austin.

Thank you for your consideration,
Carolyn Saathoff

[redacted]

--

Carolyn W. Saathoff

[redacted]

From:	Terri Hall
To:	Capital Area Metropolitan Planning Organization
Subject:	MoPac South toll lanes
Date:	Tuesday, March 31, 2015 8:14:24 PM

Submitted by Terri Hall, Founder/Director, Texans Uniting for Reform and Freedom (TURF), and Texans for Toll-Free Highways, [redacted]

We do not support a toll alternative for south MoPac. MoPac is a major lifeline for local Austin commuters and requiring residents to pay tolls on a DAILY basis in order to gain mobility is not a solution that will meet the purpose and need of the project or the community. Congestion pricing in and of itself is problematic in that it's designed to push cars off of the toll lanes and into the congested free lanes if its deemed traffic moving too slowly on the toll lanes. So it's very design is to service only the very few who can afford the highest toll rates to access the new capacity, especially in peak hours when the vast majority of the traveling public has to use the corridor. Everyone else will be second class citizens stuck in congestion. A free lane carries more traffic than a toll lane and is therefore a better, more affordable, and more feasible alternative that will allow access to all drivers regardless of income or status.

Tolling south MoPac will also divert hundreds of millions of transportation dollars needed to improve traffic flow on I-35 and in preferred growth areas of our region into a project that will make traffic worse, not better. **Toll collections will only pay half or less of the costs; the rest will come from taxpayers.** So everyone is paying for this expansion, which is double taxation, but only the very few, the wealthy, will be able to afford to access it. Tolling is a discriminatory, targeted tax on one corridor and an unfair tax burden on commuters who rely on MoPac, while others get their roads expanded without tolls.

We support a non-toll expansion that's freely accessible to **ALL** users, regardless of status or income.

From: [redacted]
To: Capital Area Metropolitan Planning Organization
Subject: MoPac south
Date: Wednesday, April 01, 2015 3:06:38 PM

To Campo Members,

We are opposed to the proposed Mopac South Development Project for the following reasons:

Permanent destructive impact on the safety of students at Austin High School;
Visual, accoustic, and pollution destructive permanent impact on Zilker Park
Increased visual, noise and pollution impacts on Lady Bird lake and the hike and bike trail;
Increased pollution on watersheds and aquifer recharge zones;
The "flyovers" at Caesar Chavez increase the unsustainability of residential neighborhoods in the west Austin area;
The project simply piles more cars on Mopac which exacerbates the back-up at Caesar Chavez, 5th, 6th and Enfield--the funnel effect.
The money could be better spent on other projects such as: I 35, finishing the Hwy 290/Hwy 71 expressway beyond the "Y".
One stated purpose of the project--"to provide *reliable* times" for the trip from Slaughter to downtown is an impossible goal because there are too many variables besides the size of Mopac--praking downtown being one;

Looking closely at the TxDot plans for future construction in the south and southwest, it is evident that the long term goal is a loop around Austin to function like I35 West--a terrible idea.

I urge you to vote down this over-sized project that will have terrible consequences for Austin's core.

Sincerely,

Sally and Bill Wittliff

[redacted]

From:	Barry Bone
To:	Capital Area Metropolitan Planning Organization
Cc:	mayorfarrell@cityofrollingwood.com; sarah.eckhardt@traviscountytx.gov; Cardenas, Nancy; gerald.daugherty@traviscountytx.gov; brigid.shea@traviscountytx.gov; margaret.gomez@traviscountytx.gov; ron.davis@traviscountytx.gov
Subject:	MOPAC SOUTH
Date:	Wednesday, April 01, 2015 2:34:17 PM

1) Please do not approve the amendment to add two toll lanes in each direction on MOPAC SOUTH which creates the need to elevate the roadway at Lady Bird Lake.

2) Require a traffic study to be completed and released to the public that shows current and future trips per day and drive times for the project before and after construction including from Slaughter Lane to Congress Avenue at Cesar Chavez before this project is considered for approval.

3) Until this is studied, please eliminate the Flyover Toll Connection from MOPAC South to Cesar Chavez from the plan.

4) Make sure to study if the Flyover Toll Connection impacts the safety and environment at Austin High School.

5) Additionally do not allow the tollway traffic to use the Cesar Chavez "free lane capacity". The current design places toll traffic in front of the free lanes that merge into Cesar Chavez.

6) Do not allow I35 truck traffic to be diverted to MOPAC via 45.

Barry Bone
[redacted]

From:	Kevin Keim
To:	Capital Area Metropolitan Planning Organization
Subject:	Mopac South
Date:	Wednesday, April 01, 2015 12:40:46 PM

To Whom it May Concern:

We are entirely **OPPOSED** to the proposed Mopac South Development Project.

• We are **opposed** to any project that ultimately has its "end game" the "linking" of Mopac and IH-35, thereby making Mopac an alternate route for IH-35 traffic.

• **Permanent, destructive** impact on the safety of **Austin High School**.

• **Permanent, destructive** impact on **Zilker Park**. (Visual, acoustic, and pollution.)

• **Permanent, destructive** impact on **Lady Bird Lake and the Hike and Bike Trail**. (Visual, acoustic, and pollution.)

• **Permanent, destructive** impact because of obstructive and **UGLY** views from all point along Lady Bird Lake, Auditorium Shores, Zillker Park, Deep Eddy Pool, and the Hike and Bike Trail.

• **Unceasingly** expanding pressures on watersheds and aquifer recharge zones.

In addition to the general reasons I've listed above, there are many specific reasons why we are opposed to the current Mopac South project.

While we oppose practically the entire scope of this project, and question its "intentions" we also vehemently oppose the project for these specific reasons:

• **Increasing the traffic load on Cesar Chavez.** This road is already burdened with too much traffic, damaging the integrity of the Hike and Bike Trail and entire waterfront. (And this traffic will increase even more as the **Seaholm Power Plant** and **Water Treatment Plant** residential developments are completed, not to mention the University of Texas' plans to add upwards of 25,000 residents to the **Brackenridge Tract**, a zone whose only means of egress is Lake Austin Boulevard and Cesar Chavez.) The 3-story "flyway" ramp proposed to funnel significant amounts of northbound Mopac traffic directly onto Cesar Chavez is utterly flawed, **akin to blasting a fire hose into a drinking straw**. It is plainly obvious that the current "gridlock" at all points along Cesar Chavez as well as the intersections of Lamar at 5th and 6th Streets will be made significantly worse if the proposed ramp funnels even more traffic into these streets.

• When many cities (Boston, Portland, Seattle, and San Francisco, to name just a few) have finally realized that major traffic arteries along prized waterways (rivers, bay fronts, and ocean fronts) are not only ineffective insofar as traffic control, they also have profoundly negative consequences for the environment and water quality, for the scenic beauty that all citizens enjoy (not to mention tourists who flock here), and for the general quality of the urban environment. Just **when many cities are REMOVING these types of freeways and ramps, why is Austin now even considering one should be ADDED?** To suggest that a "183-style"

towering ramp is appropriate for the center of Austin is ludicrous.

• When there is **actually very little effort** by our local, regional, and state governments to **SIGNIFICANTLY develop alternative transportation systems**, the proposition that making Mopac bigger will fix traffic is deceptive. Many competent studies have demonstrated clearly that expanding freeways WITHIN THE CONTEXT OF DENSE URBAN ZONES (where linear arteries try in vain to insert traffic into just a few points in the grid) actually produces MORE traffic. We need to dramatically transform alternatives for getting around Austin, including all types of rail, safe and well landscaped broke routes (these should be mandated for every single street and road in the city limits), expanding bus networks, a train to the airport, etc. etc. (As our late mentor Hal Box once said "Austin does NOT need Light Rail. It needs HEAVY Rail.)

Kevin Keim, Director
Charles Moore Foundation (Stakeholder and West Enfield Neighborhood Residents)

NOTE: We also question the reality that **THREE** residents of Williamson County are permanent members of the CAMPO Board, comprising half of its voting power. Why should Williamson County residents should have such a significant "say" in the destiny of transportation development in Travis County, let alone transportation development that SIGNIFICANTLY impacts our neighborhoods and the City of Austin itself?

From:	Brian Julian
To:	Capital Area Metropolitan Planning Organization; Brigid.Shea@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov
Subject:	Mopac Toll Road Expansion
Date:	Wednesday, April 01, 2015 10:43:23 AM

Dear CAMPO, City, County and State officials:

Our local toll road authority's (CTRMA) recent proposal to add four toll lanes on Mopac, from Cesar Chavez across Lady Bird Lake and south to Slaughter Lane, if built, will require a double decking of Mopac over Lady Bird Lake, with flyovers connecting to Cesar Chavez alongside Austin High School.

While there is clearly a need to improve East/West traffic flows, I don't believe the current plan adequately addresses the issues of increased noise from both increasing & raising traffic, or the hugely negative impact this project will have on the quality of life for users of Town Lake Trail.

Please take action now to:

1. Explore and release to the public the alternative plans for Mopac expansion over Lady Bird Lake. Address the reasons for creating a raised road, which will negatively impact residential & park areas, versus tunnelling which would address the traffic issues without these negative & permanent impacts.

2. Explore and release to the public plan that will address traffic issues with 2244, Rollingwood Dr, Barton Springs Rd, Barton Skyway and 360 intersections.

3. Explore options that will improve pedestrians and bikes safety coming from West MoPac, including:
A pedestrian walkway over Barton Springs Rd
Traffic Dampening at Barton Springs and Rollingwood Drive in the form of traffic circles or stop signs at Rollingwood Dr & Barton Springs
Sidewalks from the Lady Bird Lake Trail to Bee Caves Blvd (connecting into existing ADA Sidewalks on Bee Caves) and on up to Liberty Park Dr. to connect with the ADA Sidewalks there.

Sincerely,

Brian Julian

From: Cheryl Fries
To: Capital Area Metropolitan Planning Organization
Subject: Mopac
Date: Wednesday, April 01, 2015 4:39:31 PM

I am writing to ask you to delay the vote on the south MoPac raised freeway and to request alternate plans. The sensitive environmental issues must be well studied and considered as a first priority, and the impact of this raised freeway on Zilker Park - the heart of our city - next. We should proceed very carefully.

Thank you-

Cheryl Fries
[redacted]

From: Jacqueline Benitez
To: Capital Area Metropolitan Planning Organization
Subject: No double deck bridge in Mopac
Date: Monday, March 30, 2015 10:29:53 AM
Attachments: No double deck bridge.docx

Please listen to our families & neighborhood.
Jacqueline

From:	Mary Allaway
To:	Capital Area Metropolitan Planning Organization
Subject:	No Double Decker over lake at Mopac --- seek other options
Date:	Tuesday, March 31, 2015 8:27:32 AM

Delay the vote!
Seek other options!

Lady Bird Lake is a unique aspect of our city. There must be another way to preserve Austin's treasures. In 100 year, in 50 years, in 25 years, we do not want a huge concrete structure in the center of our city. Other ways will be found. Delay the vote. Please try.

Mary Allaway
[redacted]

From: [redacted]
To: Administrator
Subject: No MoPac flyovers, don"t connect MoPac to I-35
Date: Saturday, March 14, 2015 12:09:52 PM

Name : Tom Thayer
Email : [redacted]
Subject : No MoPac flyovers, don't connect MoPac to I-35
Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

I have concerns about proposed plans for double deck flyovers on MoPac at Town Lake. Lanes can be added to MoPac without unsightly flyovers ruining views of the lake and Zilker Park. I imagine that those flyovers will add quite a bit of expense to the project.

I am also concerned about connecting MoPac to I-35 via SH 45. MoPac traffic is bad enough already, but we don't need semi trucks and other traffic from I-35 overwhelming the road. That would route through traffic and Hays County traffic through SW Austin. If SH 45 is built, it should only connect MoPac to SH 1626. The current planning for SH 45 needs to consider whether or not it will be used to connect to I-35. We should not be considering it on isolation.

Thank you.

Tom Thayer
[redacted]

From: mars
To: Capital Area Metropolitan Planning Organization
Subject: NO MORE MOPAC EXPANSIONS! NO Double Decker! NO more toll lanes! NO connection to I35 via SH45!
Date: Tuesday, March 31, 2015 10:15:18 PM

My family and I and all our neighbors and friends say:

NO TO MORE MOPAC EXPANSION!

NO double decker

NO more toll lanes.

We say NO to connecting I35 to Mopac via SH45 SW!

This proposal is WRONG: A DOUBLE DECKER MOPAC WITH ADDITIONAL TOLL LANES (GOING FROM A TOTAL OF 4-6 LANES TO A PROPOSED 12 TO 14 LANES!!!).

This WILL DECREASE OUR QUALITY OF LIFE, ESPECIALLY AROUND:

ZILKER PARK,

THE BOTANICAL GARDENS,

AUSTIN NATURE CENTER,

THE HIKE AND BIKE TRAILS (JOHNSON CREEK AND LADYBIRD LAKE)

AND AUSTIN HIGH SCHOOL

AND ALL OUR NEIGHBORS ON BOTH SIDES OF MOPAC!!!!

BY ENCOURAGING THE I35 TRAFFIC OVER TO MOPAC IT WILL BECOME A THOROUGHFARE FOR MORE TRACTOR TRAILER/SEMI TRUCKS

AND GIVE US EVEN WORSE TRAFFIC AND AIR QUALITY THAN MOPAC AND NEIGHBORHOODS (within 2 miles, studies say) ALREADY HAVE!!!

My lungs cannot take this!!!! (I use the Johnson and Ladybird trails daily for bike commuting and walking pleasure)

"This toll road expansion will pave over what we love about Austin," cautioned Roy Waley, Conservation Chair for the Austin Regional Group of the Sierra Club. The double-decker

bridge will significantly degrade the Lady Bird Lake experience and the area around Austin High School, Zilker Botanical Gardens, and the Austin Nature Center."

I join KeepMopacLocal.org in writing:

Dear CAMPO, City, County and State officials:

In tonight's public meeting officials were unable to answer our questions on the impact on the WHOLE SH 45 SW /MOPAC western loop, as well as failing to adequately answer our questions for how the proposed expansion will affect and accommodate ingress/egress onto Cesar Chavez.

They also failed to adequately address the deteriorating air quality and increasing noise pollution on Johnson Çreek Hike and Bike trail and Lady Bird Lake Trails...not to mention IN OUR HOMES AND OUR YARDS and IN THE LUNGS OF OURSELVES, OUR NEIGHBORS AND OUR CHILDREN!!!!

NO MORE TOLL ROADS on MOPAC!

NO MOPAC DOUBLE DECKER LANES!

NO CONNECTION ON SH 45SW WITH I35!!

KEEP MOPAC LOCAL!!!!!

Instead we need a good rapid transit plan (think gondola or other cost effective, low impact/footprint plan)!

We also need efficient bus service between the Dripping Springs and Budas and Round Rocks of our region and downtown Austin.

We also need smart traffic signs on S. and N. I35 to direct Austin through-traffic directly onto SH130. I've heard there is 15% through traffic, including semi/tractor trailers. If we put up directional signs stating the traffic delays going through Austin (an hour or so, at least) and point out that SH130 is free flowing, then traffic can be successfully diverted in the time it takes to put up a few smart signs (and to build better access roads to SH 130, especially south I35 between Buda and San Antonio).

WE MUST BAN THROUGH-TRAFFIC, ESPECIALLY THE TRACTOR TRAILERS and push that traffic over to SH130. WHY DID WE BUILD THAT IF WE AREN'T GOING TO REQUIRE THROUGH-TRAFFIC TO USE IT!?!?!? That would give us an immediate 15% reduction in traffic on I35. EASY SOLUTION.

As you may know, in May and April CAM PO is set to vote on a request from our local toll road authority, CTRMA, to build a continuous tolled loop around Austin. But CTRMA doesn't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces, refusing to look at the whole loop project and alternatives that would better serve Austin mobility.

Most recently, CTRMA proposed to add, 4 tolled lanes on Mopac from Cesar Chavez to Slaughter Lane. This plan would require a double-decker bridge over Lady Bird Lake and connecting bridges through Zilker Park, Austin High School, and Barton Creek greenbelt property.

Please take action now to:
1. Remove the proposed new 4-toll lanes and double-decker bridge on Mopac over Lady Bird Lake from the proposed 2035 and 2040 long-range transportation plans.

2. Remove the proposed tolled-SH 45 SW and Mopac expansion loop, which would convert Mopac to an alternative Interstate 35 route, from the proposed 2040 long-range transportation plan.

3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway by removing the proposed connection of Interstate 35 to Mopac via the proposed SH 45 SW

4. Halt any action to build Phase I of SH 45 SW over the Barton Springs recharge zone or otherwise extend South Mopac until there is a comprehensive study of all of the costs and impacts of building a an expanded Mopac/SH 45 SW tolled loop connection to Interstate 35.

sincerely,

amanda moore

From: [redacted]
To: Administrator
Subject: NO! No toll lanes. No more concrete. Keep MOPAC local!!
Date: Sunday, March 29, 2015 12:15:05 PM

-------- Original Message --------

Name : Mark Hall
Email : [redacted]
Subject : NO! No toll lanes. No more concrete. Keep MOPAC local!!
Message : Dear CAMPO, City, County and State officials:

As you may know, in May and April CAMPO is set to vote on a request from our local toll road authority, CTRMA, to build a continuous tolled loop around Austin. But CTRMA doesn't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces, refusing to look at the whole loop project and alternatives that would better serve Austin mobility.

Most recently, CTRMA proposed to add, 4 tolled lanes on Mopac from Cesar Chavez to Slaughter Lane. This plan would require a double-decker bridge over Lady Bird Lake and connecting bridges through Zilker Park, Austin High School, and Barton Creek greenbelt property.

Please take action now to:
1. Remove the proposed new 4-toll lanes and double-decker bridge on Mopac over Lady Bird Lake from the proposed 2035 and 2040 long-range transportation plans.

2. Remove the proposed tolled-SH 45 SW and Mopac expansion loop, which would convert Mopac to an alternative Interstate 35 route, from the proposed 2040 long-range transportation plan.

3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway by removing the proposed connection of Interstate 35 to Mopac via the proposed SH 45 SW

4. Halt any action to build Phase I of SH 45 SW over the Barton Springs recharge zone or otherwise extend South Mopac until there is a comprehensive study of all of the costs and impacts of building a an expanded Mopac/SH 45 SW tolled loop connection to Interstate 35.

Please respect the wishes of the majority of us who have lived in the Austin area for decades. NO more toll roads (I'm paying more in tolls than in utilities here), NO more paying of our beautiful city, and NO to a crazy double-decker road over Town Lake. Bad, bad, bad ideas!

Thanks,

Mark
Austin

From: [redacted]
To: Administrator
Subject: Oppose Mopac 4 toll lanes expansion loop - don't waste the $$$
Date: Monday, March 30, 2015 12:07:45 PM

Name : Robin Rather
Email : [redacted]
Subject : Oppose Mopac 4 toll lanes expansion loop - don't waste the $$$

Dear CAMPO, City, County and State officials:

We all know you can't build lanes to reduce traffic - how many other cities have already learned this lesson. JUST ASK ATLANTA.

We need to do more with STAGGERED COMMUTE TIMES, TELECOMMUTING and efficient methods not spending billions that we don't have on something that won't work to reduce traffic anyway.

As you may know, in May and April CAM PO is set to vote on a request from our local toll road authority, CTRMA, to build a continuous tolled loop around Austin. But CTRMA doesn't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces, refusing to look at the whole loop project and alternatives that would better serve Austin mobility.

Most recently, CTRMA proposed to add, 4 tolled lanes on Mopac from Cesar Chavez to Slaughter Lane. This plan would require a double-decker bridge over Lady Bird Lake and connecting bridges through Zilker Park, Austin High School, and Barton Creek greenbelt property.

Please take action now to:
1. Remove the proposed new 4-toll lanes and double-decker bridge on Mopac over Lady Bird Lake from the proposed 2035 and 2040 long-range transportation plans.

2. Remove the proposed tolled-SH 45 SW and Mopac expansion loop, which would convert Mopac to an alternative Interstate 35 route, from the proposed 2040 long-range transportation plan.

3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway by removing the proposed connection of Interstate 35 to Mopac via the proposed SH 45 SW

4. Halt any action to build Phase I of SH 45 SW over the Barton Springs recharge zone or otherwise extend South Mopac until there is a comprehensive study of all of the costs and impacts of building a an expanded Mopac/SH 45 SW tolled loop connection to Interstate 35.

From: [redacted]
To: Administrator
Subject: Oppose Mopac 4 toll lanes expansion loop; keep Mopac local
Date: Monday, March 30, 2015 12:01:17 PM

-------- Original Message --------

Name : Dirk Jordan
Email : [redacted]
Subject : Oppose Mopac 4 toll lanes expansion loop; keep Mopac local
Message : Dear CAMPO, City, County and State officials:

As you may know, in May and April CAM PO is set to vote on a request from our local toll road authority, CTRMA, to build a continuous tolled loop around Austin. But CTRMA doesn't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces, refusing to look at the whole loop project and alternatives that would better serve Austin mobility.

Most recently, CTRMA proposed to add, 4 tolled lanes on Mopac from Cesar Chavez to Slaughter Lane. This plan would require a double-decker bridge over Lady Bird Lake and connecting bridges through Zilker Park, Austin High School, and Barton Creek greenbelt property.

Please take action now to:
1. Remove the proposed new 4-toll lanes and double-decker bridge on Mopac over Lady Bird Lake from the proposed 2035 and 2040 long-range transportation plans.

2. Remove the proposed tolled-SH 45 SW and Mopac expansion loop, which would convert Mopac to an alternative Interstate 35 route, from the proposed 2040 long-range transportation plan.

3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway by removing the proposed connection of Interstate 35 to Mopac via the proposed SH 45 SW

4. Halt any action to build Phase I of SH 45 SW over the Barton Springs recharge zone or otherwise extend South Mopac until there is a comprehensive study of all of the costs and impacts of building a an expanded Mopac/SH 45 SW tolled loop connection to Interstate 35.

As a long-time Austin resident and someone who pays the price to live in central Austin, it appears our public officials are sacrificing the people who live in Austin so that folks in Williamson and Hays county can have a nicer commute. You will destroy the crown jewel of Austin, which is Lady Bird Lake.

From: [redacted]
To: Administrator
Subject: Oppose Mopac 4 toll lanes expansion loop; keep Mopac local
Date: Monday, March 30, 2015 11:55:43 AM

-------- Original Message --------

Name : Karl and Janice Buesing
Email : [redacted]
Subject : Oppose Mopac 4 toll lanes expansion loop; keep Mopac local
Message : Dear CAMPO, City, County and State officials:

In May and April CAM PO is set to vote on a request from our local toll road authority, CTRMA, to build a continuous tolled loop around Austin. But CTRMA doesn't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces, refusing to look at the whole loop project and alternatives that would better serve Austin mobility.

Most recently, CTRMA proposed to add, 4 tolled lanes on Mopac from Cesar Chavez to Slaughter Lane. This plan would require a double-decker bridge over Lady Bird Lake and connecting bridges through Zilker Park, Austin High School, and Barton Creek greenbelt property.

Please take action now to:

1. Remove the proposed new 4-toll lanes and double-decker bridge on Mopac over Lady Bird Lake from the proposed 2035 and 2040 long-range transportation plans.

2. Remove the proposed tolled-SH 45 SW and Mopac expansion loop, which would convert Mopac to an alternative Interstate 35 route, from the proposed 2040 long-range transportation plan.

3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway by removing the proposed connection of Interstate 35 to Mopac via the proposed SH 45 SW

4. Halt any action to build Phase I of SH 45 SW over the Barton Springs recharge zone or otherwise extend South Mopac until there is a comprehensive study of all of the costs and impacts of building a an expanded Mopac/SH 45 SW tolled loop connection to Interstate 35

There are several other options to help solve our traffic problems, such as improving I35 through Austin, and encouraging big commercial trucks and cars to use Hwy 130 by reducing or eliminating its tolls. Please consider these solutions before agreeing to destruction of more natural beauty in Austin, and the addition of MORE traffic onto downtown streets by those proposals described above. Thank you!

Sincerely,
Karl and Janice Buesing

From: [redacted]
To: Administrator
Subject: Oppose Mopac 4 toll lanes expansion loop; keep Mopac local
Date: Monday, March 30, 2015 11:55:20 AM

-------- Original Message --------

Name : gwilym lodwick
Email : [redacted]
Subject : Oppose Mopac 4 toll lanes expansion loop; keep Mopac local
Message : Dear CAMPO, City, County and State officials:

As you may know, in May and April CAM PO is set to vote on a request from our local toll road authority, CTRMA, to build a continuous tolled loop around Austin. But CTRMA doesn't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces, refusing to look at the whole loop project and alternatives that would better serve Austin mobility.

Most recently, CTRMA proposed to add, 4 tolled lanes on Mopac from Cesar Chavez to Slaughter Lane. This plan would require a double-decker bridge over Lady Bird Lake and connecting bridges through Zilker Park, Austin High School, and Barton Creek greenbelt property.

I am against action that would connect South Mopac through a SH 45 to I35. I'm afraid that if Mopac were perceived as an alternative to I35 it would further crowd an aready very congested Mopac expressway.

Please take action now to:
1. Remove the proposed new 4-toll lanes and double-decker bridge on Mopac over Lady Bird Lake from the proposed 2035 and 2040 long-range transportation plans.

2. Remove the proposed tolled-SH 45 SW and Mopac expansion loop, which would convert Mopac to an alternative Interstate 35 route, from the proposed 2040 long-range transportation plan.

3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway by removing the proposed connection of Interstate 35 to Mopac via the proposed SH 45 SW

4. Halt any action to build Phase I of SH 45 SW over the Barton Springs recharge zone or otherwise extend South Mopac until there is a comprehensive study of all of the costs and impacts of building a an expanded Mopac/SH 45 SW tolled loop connection to Interstate 35.

From: [redacted]
To: Administrator
Cc: Mario Espinoza; Carlos Swonke; Elliott Naishtat; Donna Howard; Eddie Rodriguez; Kirk Watson; Sarah Eckhardt; Brigid Shea; Ron Davis; Adler, Steve; Kitchen, Ann; Garza, Delia; Melissa Hurst; Will Conley; Clara Beckett; Joe Bain; Jeff Coleman; Gerald Daugherty; Gallo, Sheri; Daniel Guerrero; Cynthia Long; Greg Malatek; Craig Morgan; Alfredo Munoz; James Oakley; Matt Powell; Dale Ross; David Siebold; Wick, Jim; Tovo, Kathie; Capital Area Metropolitan Planning Organization
Subject: Oppose Mopac 4 toll lanes expansion loop; keep Mopac local
Date: Sunday, March 29, 2015 11:50:29 AM

-------- Original Message --------

Name : Colin Ingarfield
Email : [redacted]
Subject : Oppose Mopac 4 toll lanes expansion loop; keep Mopac local
Message : Dear CAMPO, City, County and State officials:

As you may know, in May and April CAM PO is set to vote on a request from our local toll road authority, CTRMA, to build a continuous tolled loop around Austin. But CTRMA doesn't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces, refusing to look at the whole loop project and alternatives that would better serve Austin mobility.

Most recently, CTRMA proposed to add, 4 tolled lanes on Mopac from Cesar Chavez to Slaughter Lane. This plan would require a double-decker bridge over Lady Bird Lake and connecting bridges through Zilker Park, Austin High School, and Barton Creek greenbelt property.

Please take action now to:
1. Remove the proposed new 4-toll lanes and double-decker bridge on Mopac over Lady Bird Lake from the proposed 2035 and 2040 long-range transportation plans.

2. Remove the proposed tolled-SH 45 SW and Mopac expansion loop, which would convert Mopac to an alternative Interstate 35 route, from the proposed 2040 long-range transportation plan.

3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway by removing the proposed connection of Interstate 35 to Mopac via the proposed SH 45 SW

4. Halt any action to build Phase I of SH 45 SW over the Barton Springs recharge zone or otherwise extend South Mopac until there is a comprehensive study of all of the costs and impacts of building a an expanded Mopac/SH 45 SW tolled loop connection to Interstate 35.

5. The best thing we can do to relieve traffic would be to replace existing lanes on mopac with trains. As is clear from decades of highway construction, adding more lanes only briefly relieves traffic.

Thank you,
Colin Ingarfield
Zilker Neighborhood

From: [redacted]
To: Administrator
Subject: Oppose Mopac 4 toll lanes expansion loop; keep Mopac local
Date: Monday, March 30, 2015 12:03:56 PM

Name : Santos Escobar, Jr.
Email : [redacted]
Subject : Oppose Mopac 4 toll lanes expansion loop; keep Mopac local

Dear CAMPO, City, County and State officials:

As you may know, in May and April CAM PO is set to vote on a request from our local toll road authority, CTRMA, to build a continuous tolled loop around Austin. But CTRMA doesn't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces, refusing to look at the whole loop project and alternatives that would better serve Austin mobility.

Most recently, CTRMA proposed to add, 4 tolled lanes on Mopac from Cesar Chavez to Slaughter Lane. This plan would require a double-decker bridge over Lady Bird Lake and connecting bridges through Zilker Park, Austin High School, and Barton Creek greenbelt property.

Please take action now to:
1. Remove the proposed new 4-toll lanes and double-decker bridge on Mopac over Lady Bird Lake from the proposed 2035 and 2040 long-range transportation plans.

2. Remove the proposed tolled-SH 45 SW and Mopac expansion loop, which would convert Mopac to an alternative Interstate 35 route, from the proposed 2040 long-range transportation plan.

3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway by removing the proposed connection of Interstate 35 to Mopac via the proposed SH 45 SW

4. Halt any action to build Phase I of SH 45 SW over the Barton Springs recharge zone or otherwise extend South Mopac until there is a comprehensive study of all of the costs and impacts of building a an expanded Mopac/SH 45 SW tolled loop connection to Interstate 35.

As a native Austin-ite, I learned and grew in the city and had the benefit of enjoying the comfort of an easy-going Austin that respected the beauty of the nature embedded within it. Extensive toll road plans will overwhelm the nature that exists in the city, and pose an unfair burden on low-income families in the city. Toll roads do not serve all the residents in Austin. I believe a solution is out there, one that may require removing roads and engaging residents in other forms of transportation, and that the team of experts drafting that vision have the skills and knowledge to find a solution that does not ignore community input.

Thank you for your attention and continued efforts to improve Austin.

Santos Escobar, Jr.
Resident, Austin District 9
Member, Wildflower Church
Student, UT Austin Graduate Nursing School
Town Lake Running Trail Enthusiast

From: [redacted]
To: Administrator
Subject: Oppose Mopac 4 toll lanes expansion loop;
Date: Monday, March 30, 2015 12:10:15 PM

Name : Cris Nelson
Email : [redacted]
Subject : Oppose Mopac 4 toll lanes expansion loop;

To CAMPO, City, County and State officials:

As you may know, in May and April CAM PO is set to cause pollution of Barton Springs, damage to Austin High School, Zilker Botanical gardens and the Austin Nature Center and create a concrete cave over the Mopac Hike and Bike trail bridge.

Ridiculous and unnecessary non-solution to our traffic issues!!

From:	Shelly Bain
To:	Capital Area Metropolitan Planning Organization
Cc:	Brigid.Shea@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; Charles R. Winfield; margaret.gomez@traviscountytx.gov; ron.davis@traviscountytx.gov
Subject:	Opposed to double decker lane over Lady Bird Lake
Date:	Sunday, March 29, 2015 4:33:47 PM

To whom it may concern,

I am a resident of Rollingwood and am very opposed to the proposed amendment to add a double decker lane above MoPac between Cesar Chavez and Bee Caves Rd. This concept was only recently publicly announced, with only one public comment forum, and you are proposing to act on it within the next few weeks? That does not illustrate political transparency to me.

This radical change to MoPac will negatively impact our quality of life in many ways: it will be an unsightly addition to the scenic central and west Austin skyline; it will create noise pollution (which may end up with sound barrier panels, which seem extremely aesthetically offensive to me); it will create considerable light pollution for the neighboring parks, neighborhoods and schools; and it will negatively impact the Edwards Aquifer Recharge zone. It will not benefit a huge portion of central Austin residents either. Many of my neighbors agree--we DO NOT WANT THE DOUBLE DECKER!

Please try to explore other alternatives before you hastily push this through. If it means you cannot use the outdated 2000 census information and must go back to the drawing board using the 2010 info, so be it.

I think if lanes truly need to be added, go horizontal before vertical. But my preference would be to stick to the smaller number of additional lanes. I am very worried that there are unspoken plans to create a loop with 45 and MoPac to divert major amounts of traffic from IH35. We do not want another IH 35 running through Zilker Park, adjacent to Barton Springs. Work hard to promote 130 for the diverted traffic--that is why it was built! If you need to remove or lower tolls on 130, please explore that option.

Please do not push this through in such a hurried and inaccessible manner. Take the opinions of central Austin area residents into account and find another way to proceed with the MoPac expansion that does not involve a double decker expansion.

-Shelly Bain
[redacted]

From:	Sandy Keller
To:	Capital Area Metropolitan Planning Organization; Brigid.Shea@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov
Cc:	MayorFarrell@cityofrollingwood.com
Subject:	Opposition to MoPac South Expansion
Date:	Wednesday, April 01, 2015 3:52:01 PM

I strongly oppose the recently proposed expansion of Mopac South from two express lanes to four lanes and the addition of an elevated section spanning Lady Bird Lake. Four tolled lanes over Lady Bird Lake - including the possibility of two lanes elevated 25 feet above the existing raised roadway - will negatively affect the surrounding areas. Zilker Park, the crown jewel of the Parks Department, encompassing Barton Springs Pool, Austin Nature & Science Center, Botanical Gardens, Zilker Hillside Theater, and Zilker Clubhouse will be negatively affected. Lady Bird Lake, Butler Hike and Bike Trail, Austin High School and surrounding neighborhoods on both sides of the lake will suffer from noise pollution, visual obstructions, and water quality issues. Additionally, no clear plan exists on how connections from the express lanes to Cesar Chavez will be laid out or how to alleviate the congestion that will result from dropping cars on to a road with few cross
streets able to shunt off traffic flow.

I believe these new proposals indicate the intention to use Mopac as an alternative route to Interstate-35. I am opposed to such a plan. Therefore, for this reason and the reasons stated above, I urge you to omit the four (rather than two) tolled lanes and elevated section over Lady Bird Lake from the 2035 and 2040 long range transportation plans and also remove the proposed plans to build tolled SH 45 SW.

Thank you.
Sandra L. Keller

From:	Susan Dozier
To:	Capital Area Metropolitan Planning Organization
Subject:	Opposition to proposed MoPac South expansion
Date:	Thursday, April 02, 2015 2:05:43 PM

Dear Sirs and Madames:

I am opposed to the proposed MoPac South expansion that would provide for an additional four lanes of traffic and a double decker bridge over Lady Bird Lake. I am opposed to this plan for multiple reasons, including:

Significant impact on the health and safety of Austin High School students as well as the effects on the playing fields of WAYA off Cesar Chavez

Increased visual, noise, and pollution impacts on the Lady Bird lake, the hike and bike trail and Zilker Park

Significant impact on surrounding west Austin neighborhoods with increased noise and pollution

I believe the money allotted to this program could be better spent on other projects such as fixing the back ups at the Y in Oak Hill.

I strongly urge to vote no on this project.

Sincerely,
Susan Dozier
[redacted]

From: Elizabeth Adams
To: Capital Area Metropolitan Planning Organization
Subject: opposition
Date: Wednesday, April 01, 2015 4:51:10 PM

I am opposed to the double decker expansion of Mopac. It would have a detrimental effect on the neighborhood I have lived in for 40 years. There have to be other options that don't include putting something that has the capacity to destroy one of Austin's treasures, central Austin neighborhoods

Elizabeth Adams

From: [redacted]
To: Administrator
Subject: personal message on Study the whole Mopac/45SW toll loop first; keep Mopac local
Date: Saturday, March 14, 2015 11:34:54 AM

Name : Frank Berlanga Jr
Email : [redacted]
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Dear City, County, TxDOT, CTRMA and CAMPO officials:

As a small business owner that works in the field, I drive daily on Austin's road ways. Other than the reasons listed below,

Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and
4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

Please consider the long term effects of this endeavor. Who really benefits? Is it purely for economic gain that benefits few, it usually is. Seriously consider what it does to our beautiful Lady Bird Lake. This is one of the main draws and beautiful features of our great city. Think of how much more pollutants will go into it. Think Long Term! Consider the legacy you leave to our children. Don't leave a mess for them to clean up. That's already been taken care of by previous generations. Don't contribute to that bad legacy. It's simple, keep it local, leave I35 where it is. Don't bring it over the lake. Please do the right thing.

Frank Berlanga Jr.

From:	Maria Abernathy
To:	Capital Area Metropolitan Planning Organization
Cc:	mayorfarrell@cityofrollingwood.com; administrator@cityofrollingwood.com; [redacted]
Subject:	Please delay MoPac expansion plan
Date:	Wednesday, April 01, 2015 11:09:38 AM

I have lived in the Austin area for almost 42 years and am very concerned to learn of the poorly-publicized plan to expand Mopac South via an elevated bridge of tolled lanes over Lady Bird Lake and an extension of SH45 to IH35.

1) I ask that CAMPO remove this bridge from the 2035 and 2040 expansion plans. What a desecration this would cause to Zilker Park, Lady Bird Lake, Barton Springs, and Barton Creek, as well as to adjacent neighborhoods.

2) I ask that CAMPO be very transparent to residents in Travis and surrounding counties: Publicize plans via newspapers, radio and television, neighborhood associations, as well as via social media. Allow adequate time for public comment.

3) I ask that CAMPO keep MoPac a local highway, not a route for freight-bearing vehicles detouring from IH35 via SH45. Assess the needs of those who live in Travis and surrounding counties - e.g., can freight-bearing trucks from north and south be detoured to Hwy 130, as proposed by one of our State legislators?

Thank you for considering resident responses.

Maria Abernathy

From:	Marsha
To:	Capital Area Metropolitan Planning Organization
Subject:	Please don"t do the Mopac expansion
Date:	Tuesday, March 31, 2015 5:30:41 PM

It's going to negatively impact the environment
Reduce home values. Create noise pollution for/ of those of us who already have to tolerate the loud traffic noise from our back yards..
Safety? For schools like AHS? Over the aquifer and what about increased crime and closeby neighborhoods becoming more congested with cut through after effects.....

Please do not turn west Austin into I 35.
We are becoming like Houston already.

Look what happened when 290 was improved at the Y- it just is all back up congestion down stream. Fix the downstream problems and don't ruin our central west Austin neighborhood s
Connect through bike paths walking paths

Or back to a better mass transit plan-

We are ruining Austin with this mopac project

Thanks

Marsha

Keep on Keepin on

From:	Evelise Sandidge
To:	Capital Area Metropolitan Planning Organization
Subject:	Please keep MOPAC local!!
Date:	Thursday, April 02, 2015 11:34:22 AM

Please keep MOPAC local!
Our neighborhood needs no more horrible noise pollution.
It will ruin Town Lake - think of what Lady Bird Johnson fought so hard to preserve.
Please do NOT go forward with the MOPAC flyover
Thank you in advance for doing the right thing.
A sincerely concerned Zilker resident,

Evelise Sandidge

From: Teresa Kelly
To: Capital Area Metropolitan Planning Organization
Subject: Please reject amendment to add two toll lanes
Date: Monday, March 23, 2015 8:29:27 AM

As a tax-paying citizen and a voter, I urge you to:

1) Reject the amendment to add two toll lanes in each direction along MoPac from Cesar Chaves south to Slaughter Lane.
2) Request that any expansion in this area should be limited, WITHOUT double decker flyovers through West Austin, Zilker Park, and Austin High School.

Teresa Kelly
Rollingwood Resident
[redacted]

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From: Ivy Ford
To: Capital Area Metropolitan Planning Organization
Subject: Please Vote NO to the CTRMA proposal
Date: Tuesday, March 31, 2015 8:26:26 AM

Dear CAMPO, City, County and State officials:

As you may know, in May and April CAMPO is set to vote on a request from our local toll road authority, CTRMA, to add 4 tolled lanes on Mopac from Cesar Chavez to Slaughter Lane. This plan would require a double-decker bridge over Lady Bird Lake and connecting bridges through Zilker Park, Austin High School, and Barton Creek greenbelt property.

Please take action now to:

1. Remove the proposed new 4-toll lanes and double-decker bridge on Mopac over Lady Bird Lake from the proposed 2035 and 2040 long-range transportation plans.

2. Explore and release to the public the alternative plans for Mopac expansion over Lady Bird Lake.

3. Adopt the 2040 plan, instead of the 2035 plan. Use the more current 2010 Census Data in planning the infrastructure of our City of Austin.

VOTE NO on the CTRMA proposal!

Thank you,
Ivy Ford

From:	Lucy Atkinson
To:	Capital Area Metropolitan Planning Organization
Subject:	Proposed double decker toll lanes on MOPAC
Date:	Wednesday, March 25, 2015 12:40:20 PM

Hello,

I'm writing to lodge a complaint and my lack of support for the proposal to build a double-decker toll lane on MOPAC from Cesar Chavez across Lady Bird Lake and south to Slaughter Lane. It is a terrible idea, one that will negatively affect the quality of life, property values and ecology of surrounding areas. Please do NOT approve the double-decker toll lanes. It would be a monstrous mistake.
Lucy Atkinson
(Barton Hills resident)

From:	Dana Hollingsworth
To:	Capital Area Metropolitan Planning Organization
Subject:	Proposed Elevated Lanes on MOPAC
Date:	Wednesday, April 01, 2015 12:33:32 PM

Dear CAMPO, City, County and State officials:

CTRMA proposes to add a double-decker bridge over Lady Bird Lake and connecting bridges through Zilker Park, Austin Nature Preserve, Austin Botanical Garden, Austin High School, and greenbelt property.

I have traveled MOPAC in the mornings twice this week and there does not appear to be a problem with traffic going into downtown. The traffic flows fine on the current off ramp. It does not seem that there has been sufficient study to determine if there needs to be an additonal ramp into downtown based on traffic flow.

We are very concerned about the environmental impact of the proposed double decker addition through Rollingwood, through the Austin Nature Preserve and Botanical Garden and over Lady Bird Lake/Town Lake. Noise, disruption to wild life and plant life, the unsightly nature of an elevated highway, reduction of property values, and disruption of views from impacted properties, are the biggest concerns at this time.

If a study reflects that additional lanes are needed into downtown, there must be a comprehensive study of all options to make any additional lanes at the level of the current lanes rather than elevated over the current lanes.

Please take action now to:

1. Remove the proposed double-decker bridge on Mopac over Lady Bird Lake and through the Austin Nature Preserve and Botanical Gardens from the proposed 2035 and 2040 long-range transportation plans.

2. Halt any action to build Phase I of SH 45 SW over the Barton Springs recharge zone and through the Austin Nature Preserve and Botanical Garden and over Lady Bird Lake, until there is a comprehensive study of all of the alternatives and all of the environmental impacts, including the negative impact on property values on properties impacted by increased noise, the unsightly nature of proposed elevated lanes costs, disruption to wild life in the Nature Preserve and plant life in the Botanical Garden.

Thank you for your consideration.

Dana Hollingsworth

From:	Chet Geist
To:	Capital Area Metropolitan Planning Organization
Cc:	mayorfarell@cityofrollingwood.com
Subject:	Proposed Fly Over on Mopac at Barton Springs
Date:	Wednesday, April 01, 2015 3:29:54 PM

I object to the proposed Fly Over because of the potential increased noise it would cause. I live 1.1 mile from the present Mopac and noise is already a problem. Adding four more lanes at an elevated height will make this much worse. Since spending taxpayer's money doesn't seem to be a problem why not solve the problem once and for all and build a tunnel under Lady Bird Lake.

Chet Geist

[redacted]

From:	Holly Reed
To:	Capital Area Metropolitan Planning Organization
Subject:	Proposed Mopac South Expansion
Date:	Wednesday, April 01, 2015 6:17:34 PM

Campo Members,

I am adamantly opposed to the proposed Mopac South Development Project. This is not the solution to Austin's traffic congestion problems, and will create a host of new problems for the city neighborhoods, for Austin High School, and for the downtown core. Bringing more cars faster to already congested streets like Cesar Chavez, and 5th and 6th streets will cause gridlock.
I am very much opposed to the elevated lanes over Lady Bird Lake and the flyover next to Austin High School. The noise and environmental impact will threaten the beauty and peacefulness of Zilker Park and the Town Lake Trail, not to mention create terrible hazards for Austin High School students.
As a lifetime resident of Austin, I ask that you please vote against this terrible proposal, and look to other solutions for Austin's traffic problems: Expand I-35, Rail, Encourage downtown based businesses to have branch offices in Round Rock, Pflugerville, Cedar Park, and other outlying communities so that so many people do not have to drive into Austin's downtown everyday. This was Mayor Adler's suggestion, to decrease the number of cars on Mopac heading into downtown! This TxDot proposal will INCREASE the number of cars funneling into downtown. Our city streets cannot take any more traffic.

Please vote against this project.

Thank you,
Holly Reed

Holly Reed

[redacted]

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From:	Wendi Hundley
To:	Capital Area Metropolitan Planning Organization
Subject:	PUBLIC COMMENT - CAMPO TRANSPORTATION POLICY BOARD
Date:	Monday, March 23, 2015 8:13:39 AM

I REQUEST THIS COMMENT BE MADE PUBLIC AND INCLUDED IN THE INFORMATION FOR THE NEXT MEETING OF THE TRANSPORTATION POLICY BOARD.

Dear Board Members,

The N. MoPac Express Lane from Slaughter to just before the MoPac bridge has enough right-of-way for the Express Lanes to have 2 lanes in both directions. However, once the N. Mopac Express Lane reaches the MoPac bridge (our current bottle neck area) there is only room for one express lane in both directions (from Town Lake to183/Research area). So, the Express Lane system will bottleneck and face similar issues to what we face now. With no cap on the toll it will be a premium to get into that one faster north bound Express Lane.

At the meeting one of the representatives said in referring to the Double Decker "When the 2-lanes end and we have to drop down to one lane, we have to do something with the extra lane". The "something" they chose to do is an elevated double decker bridge over Zilker Park and residential neighborhoods.

The representative said there are other alternatives which have explored: Widening the bridge which will mean some park land will need to be taken into the right of way. 2) Going under instead of over. 3) reconfiguring the existing 1st and 5th street exits. The truth is they should only be bringing one toll lane into the area, not 2!

Please don't approve the amendment to add two toll lanes in each direction. Any expansion in this area should be limited, WITHOUT double decker flyovers through West Austin, Zilker Park, and Austin High School.

Best Regards,
Wendi Hundley

From: Texans Against Tolls
To: Capital Area Metropolitan Planning Organization
Cc: Zamorano, Art
Subject: Re: Please extend April 2nd deadline--CommunityForum,Elected Officials,MoPac South TollRd & Elelvated Bridge Proposal
Date: Monday, March 30, 2015 4:08:11 PM
Attachments: datauri-file.png

Dear CAMPO Board Members and Staff:

The friends and neighbors in and around the South MoPac Corridor are requesting, please, that the CAMPO Board extend the comment period past the original April 2nd deadline, in order to allow the residents adequate time to learn about respond to the pending proposals, and to contribute their own suggested changes and opinions.

As yet, many of the neighborhood folks have not been made aware of the changes, or the meeting slated for Tuesday, March 31st. We feel that the 2 days following the formal presentation at Austin High School is really not enough time for comments to be gathered and sent in to CAMPO regarding this proposal.

Thank you for your careful consideration of these matters that are so important to us all.

Mary Anderson,
Bruce Burton, Harris Harrell, Coordinators

[redacted]

-----read more below regarding meeting-----

On Saturday, March 28, 2015 10:14 PM, Texans Against Tolls <texansagainsttolls@yahoo.com> wrote:

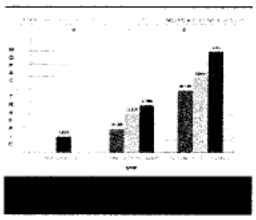
On Tues. Mar. 31st! Please come to this very important Community Forum with Elected Officials about the Mopac South Toll Road & Elelvated Bridge Proposal.

The comment period ends April 2nd, so Send in your objections for the project to campo@campotexas.org ---& thanks for your help & comments.

To learn more & to send in comments please go to this website: Keep Mopac Local

[redacted]

Keep Mopac Local



----- Forwarded Message -----
From: Mary Anderson <[redacted]
To: "Barbara.rush@traviscountytx.gov" <Barbara.rush@traviscountytx.gov>
Sent: Saturday, March 28, 2015 8:48 PM
Subject: Thank You for Sending: Community Forum w/ Elected Officials on Mopac S. Toll Rd & Elelvated Bridge Propo

On Friday, March 27, 2015 5:37 PM, Barbara Rush <Barbara.Rush@traviscountytx.gov> wrote:

Community Forum – Please Attend
Mopac South Toll Road & Elevated Bridge (over Lady Bird Lake) Proposed Plan

Date: Tuesday, March 31 @ 6:00-7:30pm

Location: Austin High School Cafeteria (1715 W. Cesar Chavez)

Hosted by:

- Travis County Commissioner Brigid Shea
- Austin Mayor Steve Adler
- Austin Mayor Pro Tem Kathie Tovo
- Austin Council Member Ann Kitchen
- Rollingwood Mayor Thom Farrell
- AISD Trustee Amber Elenz
- Austin High School

Please attend the March 31st forum to learn about the proposal to construct four toll lanes on Mopac, between Cesar Chavez and Slaughter Lane. The **proposal includes elevated lanes over Lady Bird Lake with a flyover next to Austin High School** onto Cesar Chavez.

This toll road project is a proposal from the CTRMA, our local toll road authority, and TxDOT. The CAMPO Board, our region's transportation authority, will be voting soon on whether to approve this proposal and the public comment deadline is April 2nd.

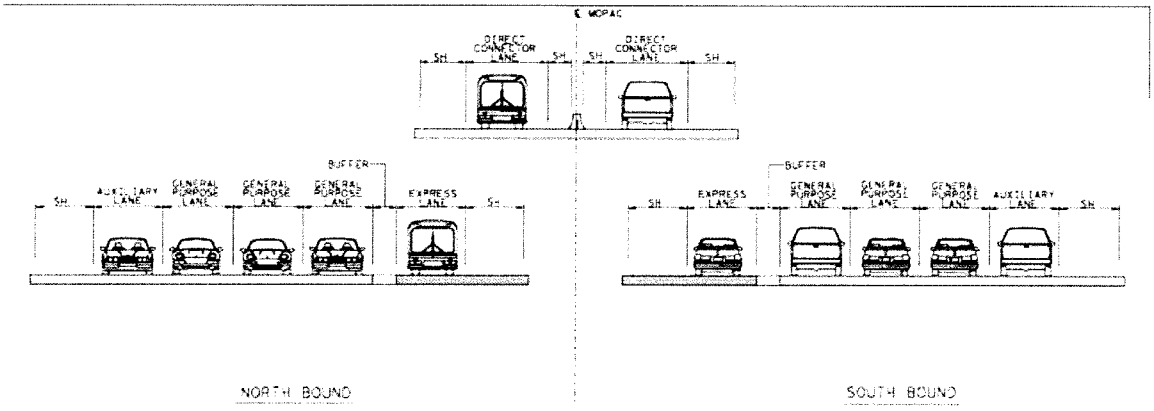
The Community Forum will include presentations by CTRMA on the South Mopac proposal and by Keep Mopac Local (a coalition of concerned community groups). The forum will also include a question/answer session.

For more information, please contact Barbara Rush at (512) 925-2271 or Barbara.Rush@traviscountytx.gov.

Organizations:
CTRMA – Central Texas Regional Mobility Authority

TxDOT – Texas Department of Transportation
CAMPO -- Capital Area Metropolitan Planning Organization

Below is a schematic of the proposed of Mopac toll road expansion with elevated lanes over Lady Bird Lake.



PROPOSED TYPICAL SECTION A-A
Bridge at Lady Bird Lake

Barbara Rush
Chief of Staff
Office of County Commissioner Brigid Shea Pct 2
Phone: 512-854-1480
Email: Barbara.Rush@traviscountytx.gov

From:	Sue Long
To:	Capital Area Metropolitan Planning Organization
Subject:	Say NO to southward expansion of toll roads.
Date:	Wednesday, March 25, 2015 8:33:25 PM

My train of thought has left the station without me. I am concerned about both noise and - especially - air pollution to our students at Austin High School, including my own grandson.

I don't want this extra roadway surface that will pollute rainwater and dump some it in Zilker Park, Lady Bird Lake, and the Barton Aquifer recharge zone.

Expansion to this area should remain limited, and I certainly object strongly to the proposed double deck fly-over AND any plans for south of the river proposed by CTRMA. Haven't the authorities figured out how negatively we citizens feel about toll roads by now?

I thought that concerned citizens, environmental groups and other groups had alerady objected to the Toll Roae Authority about this planned expansion and provided adequate reasons why it is not a good idea to push this through at this time without additional study.

I'm angered that these sentiments have been expressed for some time and have been ignored by CTRMA, which I see as a bully that will not take No - or even Slow Down - as an answer. CAMPO, which appears to be pushing this plan on a reluctant public, is looking no better.

SLOW DOWN!!!!
Check the facts and listen to the people.

Rhonda Long
Austin (78704) resident since 1946.

Capital Area Metropolitan Planning Organization

From: [redacted]
Sent: Monday, March 30, 2015 11:59 AM
To: Administrator
Subject: Oppose Mopac 4 toll lanes expansion loop; keep Mopac local

Name : Aamer Shaukat
Email : [redacted]
Subject : Oppose Mopac 4 toll lanes expansion loop; keep Mopac local
Message :

Dear CAMPO, City, County and State officials:

I am absolutely against the proposal to make MOPAC into a tolled and connected to I-35 thorough fare for trucks. Look eastward. We already approved and build 130. Make it useful to gets truck off I-35. Then use I-35 to reduce load on MOPAC. Stop this madness. Please.

As you may know, in May and April CAM PO is set to vote on a request from our local toll road authority, CTRMA, to build a continuous tolled loop around Austin. But CTRMA doesn't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces, refusing to look at the whole loop project and alternatives that would better serve Austin mobility.

Most recently, CTRMA proposed to add, 4 tolled lanes on Mopac from Cesar Chavez to Slaughter Lane. This plan would require a double-decker bridge over Lady Bird Lake and connecting bridges through Zilker Park, Austin High School, and Barton Creek greenbelt property.

Please take action now to:
1. Remove the proposed new 4-toll lanes and double-decker bridge on Mopac over Lady Bird Lake from the proposed 2035 and 2040 long-range transportation plans.

2. Remove the proposed tolled-SH 45 SW and Mopac expansion loop, which would convert Mopac to an alternative Interstate 35 route, from the proposed 2040 long-range transportation plan.

3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway by removing the proposed connection of Interstate 35 to Mopac via the proposed SH 45 SW

4. Halt any action to build Phase I of SH 45 SW over the Barton Springs recharge zone or otherwise extend South Mopac until there is a comprehensive study of all of the costs and impacts of building a an expanded Mopac/SH 45 SW tolled loop connection to Interstate 35.

From: Nancy O"Bryant Puentes
To: Capital Area Metropolitan Planning Organization
Subject: South Mopac Expansion
Date: Monday, March 09, 2015 10:54:22 PM

You have not allowed enough time for the citizens to read what is being proposed, ask questions (it's virtually impossible even to find out how to contact anyone to voice an opinion), and have input. The engineering plan has only recently been revealed, and the haste with which you're expecting people to swallow this mass of information seems calculated to dampen public opinion and participation. Austinites are truly sick and tired of having these major spending and transportation plans crammed down our throats without enough time to make our voices heard.

It seems you're trying to alleviate I-35 traffic by increasing it on Mopac, instead of diverting the trucks off I-35 as they should be, and could be, if you reduced the tolls by half, or even made it compulsory for trucks to get off I-35. Why don't you try something immediate and simple instead of proposing lane expansions, tolls, and flyovers on Mopac that will not solve the problem and will have major environmental impacts?

I'm sure no one on CAMPO recalls, but Mopac was sold to Austinites as a "Parkway" and we were specifically told there would be no heavy truck traffic on it. Neighborhoods were cut in half to build it and now you want to turn it into I-35 west, further decimating livability in Austin. . .with no guarantee that it will do anything except cost every commuting citizen more money. Has anyone actually calculated how much an Austinite could end up spending annually to use it?

Get a more representative CAMPO makeup, and lose the tunnel-vision developers who can't seem to come up with anything more than the tired old ideas they continue to push.
And incidentally, I see plenty of pleas for me to take your survey, but when I click on them there's no survey. . .possibly that's why you're not hearing from the people.

Nancy Puentes

From: Dave Piper
To: Capital Area Metropolitan Planning Organization
Subject: South MOPAC extension comment
Date: Thursday, April 02, 2015 10:55:00 AM

I don't see the need for the upper deck over the river. I drive that section a lot and want to see the exits incorporated into the existing tiers of roadways. Besides, Caesar Chavez and 5th already seem to be at capacity at rush hour. If it's an inconvenience for tollway drivers to use existing exits, so be it.

David Piper
[redacted]

This email has been checked for viruses by Avast antivirus software.
www.avast.com

From:	Arno Prodel
To:	Capital Area Metropolitan Planning Organization; Brigid.Shea@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov
Cc:	mayorfarell@cityofrollingwood.com; administrator@cityofrollingwood.com
Subject:	south MOPAC project : double decker freeway over Lady Bird Lake
Date:	Wednesday, April 01, 2015 10:11:06 AM

Dear Madam, Dear Sir,

I am a resident of Rollingwood, and my house is in the vicinity of the MOPAC bridge over Lady Bird Lake.

I am contacting you with regards to the proposal to construct a four toll lanes on MOPAC over Lady Bird Lake, including a double-decker flyover.

As a resident I am concerned that such a project will create a high level of noise, light and pollution to the neighborhood.

I am thereby asking you to **VOTE NO** to this project, and study alternative solutions with the members of the community.

Best regards,

Arno Prodel

[redacted]

From:	Ann Bernard
To:	Capital Area Metropolitan Planning Organization
Cc:	Brigid.Shea@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; Barbara.Rush@traviscountytx.gov; administrator@cityofrollingwood.com; mayorfarrell@cityofrollingwood.com
Subject:	South Mopac Project
Date:	Wednesday, April 01, 2015 8:48:01 PM

Dear CAMPO members and Travis County Commissioners:

As a resident of Rollingwood, I want to express my opposition to the SouthMopac plan currently undergoing study/review/vote by CAMPO, CTRMA, and Tx DOT. Please do not support this plan.

I feel like the plans are not well thought out, and do not offer the type of solutions that Austinites are looking for. Unlike Houston or Dallas, some of Austin's most congested areas are also our most popular, beautiful gems of our city. We cannot propose plans that will add more concrete and roadways over precious park land, natural caves like Flint Rock Ridge, and Lady Bird Lake.

Please do not support the plans to join together the two ends of SH 45 to make MoPac an alternate state highway for I-35 traffic. Austinites who live and work here do not want this. Please use 130, the road that was most recently built to divert the traffic from I-35. Please keep MoPac for local commuter traffic. Please DO NOT support an elevated section of Mopac near Lady Bird Lake, Rollingwood and Austin High School.

More creative solutions must be used. Austin is unique in the way that is was originally laid out. Many people express the feeling that the roads were not built for this much traffic and that is true! But, do we tear down and change so much of what makes Austin unique and special just so that more cars can drive through? No, we do not. As an environmentally conscious city, this is not the answer for our traffic plans.

Well designed commuter trains, public transit, staggered business work starts and HOV lanes are a place to start thinking about how we can manage the traffic in a way that preserves the very thing that everyone is moving here for! No one that lives in Austin wants another Houston or Dallas. Please do not vote for these plans and please allow more time for community input.

Sincerely,
Ann Bernard
Inwood Road, Rollingwood
[redacted]

From: kathy warbelow
To: Capital Area Metropolitan Planning Organization
Subject: South MoPac toll road plans
Date: Tuesday, March 31, 2015 2:36:57 PM

I strongly object to the proposals to date to expand MoPac toll roads south of Lady Bird Lake.

The 2035 plan does not include two elevated toll lanes, which are a radical and ill-considered route. The plan includes one, which is plenty - if CAMPO adequately addresses more basic issues that cause congestion on MoPac south of the river.

They include dangerous on-off areas, such as where cars are forced to cross in front of incoming traffic to reach 2244 (going west). Exiting southbound MoPac at 2244 from my regular commute from UT and North Austin requires me to move over three lanes of traffic to reach Bee Cave Road. In peak travel times, it's both difficult and dangerous to make that move. Cars are backed up on the South MoPac service drive while everyone tries to avoid a crash. Who designed that off-ramp in the first place?

There is the related issue of the tangle from eastbound Cesar Chavez onto southbound MoPac, another traffic engineering nightmare. Where is any discussion about the eventual development of the Brackenridge Tract and how that will affect MoPac access?

I would like to see smarter alternatives than double-decker, double-lane toll roads over the lake. I understand there are environmental issues with adding surface-level lanes, but surely Texas has more road engineering ability than the elevated lanes suggests.

Kathy Warbelow

Kathy Warbelow

From: Richard Noster
To: Capital Area Metropolitan Planning Organization
Subject: South Mopac
Date: Wednesday, April 01, 2015 4:55:06 PM

I urge you to allow more time for public consideration and comment before voting on the plan to expand Mopac to 10 lanes from Lady Bird Lake to Slaughter.
The additional flyover connector to downtown as part of a last minute revelation of a much greater expansion of Mopac South is very controversial.
The connection of I35 to Mopac by SW45 presents many issues as well.
The piecemeal release of the details and the last minute release and rush to push through these projects also adds to further erosion of the public trust.
Please allow for further consideration and public input on this very large issue for our Central Texas region.
Richard Noster MD

From:	Karen Kreps
To:	Capital Area Metropolitan Planning Organization
Subject:	Stop the double decker on Mopac plans
Date:	Wednesday, March 25, 2015 1:57:02 PM

As someone who just south of the river I strongly oppose the plan to construct double deckers on Mopac. I oppose all construction.

KK

Karen Kreps
[redacted]

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From: [redacted]
To: Administrator
Subject: Study Mopac/45SW First; Keep Mopac Local
Date: Wednesday, March 11, 2015 10:26:27 AM

Please accept the forwarded message below in your consideration of the proposed 2035 Plan Amendment to add 4 tolled lanes on Mopac South

I'm very worried about pollution, water quality, noise, extra traffic, etc. The double-deckers on I-35 are dangerous and confusing, and cause lots of traffic issues with people trying to get over multiple lanes in a short time. And as we've seen, adding more capacity just means more people drive.

Name : Susan Nayak
Email : [redacted]
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know,TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;

2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;

3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and

4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

From: [redacted]
To: Administrator
Subject: Study Mopac/45SW First; Keep Mopac Local
Date: Wednesday, March 11, 2015 11:47:31 AM

Please accept the forwarded message below in your consideration of the proposed 2035 Plan Amendment to add 4 tolled lanes on Mopac South

Name : Eugenia Miller
Email : [redacted]
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local
Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

I urge you to keep I-35 traffic on I-35 and to keep Mopac as a Local Commuter Highway. Please- no double decker flyovers through West Austin.

From: [redacted]
To: Administrator
Subject: Study Mopac/45SW; Keep Mopac Local
Date: Thursday, March 12, 2015 10:50:33 AM

Please accept the forwarded message below in your consideration of the proposed 2035 Plan Amendment to add 4 tolled lanes on Mopac South.

> -------- Original Message --------
> Name : Christine Hawkes
> Email : [redacted]
> Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local
>
> Dear City, County, TxDOT, CTRMA and CAMPO officials:
>
> I am writing because it has come to my attention that TxDOT and our local toll road authority, the CTRMA, want to build a continuous tolled loop around Austin. I am stunned that this is the first time the public is hearing about this plan, and I don't see the benefits of spending our limited road funding on such a project. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane.
>
> I am asking you to, first and foremost, study the whole proposed Mopac expansion/SH 45 SW toll loop as a single project. The analysis of traffic, costs, and environmental impacts should be considered for the entire project. In addition, any decision to fundamentally change the character of Austin and it's transportation network should include the voices of Austin's citizens. Please make sure all aspects of this proposal involve public comment and input from local officials.
>
> Sincerely,
> Christine Hawkes

From: [redacted]
To: Administrator
Subject: Study Mopac/45SW; Keep Mopac Local
Date: Thursday, March 12, 2015 3:22:19 PM

Please accept the forwarded message below in your consideration of the proposed 2035 Plan Amendment to add 4 tolled lanes on Mopac South.

> -------- Original Message --------
>
> Name : Rick Mays
> Email : [redacted]
> Subject : Please Plan a LOOP!
> Message : Please continue on the 45 South addition - in fact, please look at ways to improve traffic around Western Travis County - help folks that fight RR620 daily. The thought that not building roads will keep people from moving to surburban areas is a joke - we're already here and more are coming daily!!!!!!!

From: [redacted]
To: Administrator
Subject: Study Mopac/SH45 Loop First; Keep Mopac Local
Date: Tuesday, March 10, 2015 2:40:36 PM

Please accept the forwarded message below in your consideration of the proposed 2035 Plan Amendment to add 4 tolled lanes on Mopac South.

-------- Original Message --------

Name : Dacvid Bolduc
Email : [redacted]
Subject : SLOW DOWN! - Study the whole Mopac/45SW toll loop first; keep Mopac local
Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:
Don't know about honest or not, but the 4 new lane double-decking proposal has come up with WAY to little notice.

Please join us in telling CTRMA and TxDOT to:
1. Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;

2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;

3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and

4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

From: [redacted]
To: Administrator
Subject: Study Mopac/SH45 Loop First; Keep Mopac Local
Date: Tuesday, March 10, 2015 2:39:49 PM

Please accept the forwarded message below in your consideration of the proposed 2035 Plan Amendment to add 4 tolled lanes on Mopac South.

-------- Original Message --------

Name : David Bolduc
Email : [redacted]
Subject : SLOW DOWN! - Study the whole Mopac/45SW toll loop first; keep Mopac local
Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:
Don't know about honest or not, but the 4 new lane double-decking proposal has come up with WAY to little notice.

Please join us in telling CTRMA and TxDOT to:
1. Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;

2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;

3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and

4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

From: [redacted]
To: Administrator
Subject: Study Mopac/SH45 Loop First; Keep Mopac Local
Date: Tuesday, March 10, 2015 1:32:44 PM

Please accept the forwarded message below in your consideration of the proposed 2035 Plan Amendment to add 4 tolled lanes on Mopac South.

Name : Ann Laubach
Email : [redacted]
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Dear City, County, TxDOT, CTRMA and CAMPO officials:

We don't need more roads for automobiles in Austin. We need a plan for mass transit. Let's consider putting in a rail line along MOPAC instead of adding more lanes of traffic. More automobile lanes will just bring more of the same problems we face today: congested roads, noise and poor air quality.

Sincerely,

Ann Laubach

From: [redacted]
To: Administrator
Subject: Study Mopac/SH45 Loop First; Keep Mopac Local
Date: Tuesday, March 10, 2015 11:11:41 AM

Please accept the forwarded message below in your consideration of the proposed 2035 Plan Amendment to add 4 tolled lanes on Mopac South.

Name : Sharmyn Lilly
Email : [redacted]
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know,TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;

2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;

3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and

4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

Please keep MOPAC for local traffic by voting no to an outer loop, no to MOPAC expansion, and no to double decker MOPAC. Thank you for your consideration of my request.

From: [redacted]
To: Administrator
Subject: Study Mopac/SH45 Loop First; Keep Mopac Local
Date: Tuesday, March 10, 2015 9:54:58 AM

Please accept the forwarded message below in your consideration of the proposed 2035 Plan Amendment to add 4 tolled lanes on Mopac South.

Name : Kim Smith Unberhagen
Email : [redacted]
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Dear City, County, TxDOT, CTRMA and CAMPO officials:
As you may know,TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Extend the public comment period on the current proposal through at least April to allow citizens and stakeholders more time to learn about the plans before registering their opinions;

2. Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;

3. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;

4. Keep I-35 traffic on I-35 and incentivize use of SH130 for those passing through Austin, thus helping to keep Mopac as a Local Commuter Highway.

From: [redacted]
To: Capital Area Metropolitan Planning Organization
Subject: Study Mopac/SH45 Loop First; Keep Mopac Local
Date: Tuesday, March 10, 2015 9:51:38 AM

Please accept the forwarded message below in your consideration of the proposed 2035 Plan Amendment to add 4 tolled lanes on Mopac South.

Name : Abe Kuczaj
Email : [redacted]
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local
Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know,TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Apparently part of the plan includes double decking Mopac over Lady Bird lake and creating fly over ramps along the lake near Austin High School. Austin is fortunate to have Lady Bird Lake as a centerpiece, and the plan threatens to scar one of the area's scenic treasures with unsightly infrastructure not made for the good of the entire community, but rather for those who are able and willing to pay a toll for the privilege to use it. Unlike cities like Houston that often place the desires of land developers above other community needs, Austin has a tradition of honoring its unique assets, with the view corridors of the State Capital being just one example. The South Mopac/SH 45 tolled loop proposal undermines that tradition. Not even I-35 is double-decked at Lady Bird Lake, yet CTRMA proposes to do that and more to Mopac so that more toll roads can be built. Toll roads can serve a good purpose when they are used to bring infrastructure to places more quickly than government budgets might otherwise allow. That good purpose is not served when toll roads are placed in the center of town on top of already existing public roads. Perhaps some land developers and contractors need this proposed project. Austin does not.

Please join us in telling CTRMA and TxDOT to:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;

2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;

3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and

4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

Best regards,

Abe Kuczaj

From: [redacted]
To: Administrator
Subject: Study Mopac/SH45 Loop First; Keep Mopac Local
Date: Tuesday, March 10, 2015 3:02:42 PM

Please accept the forwarded message below in your consideration of the proposed 2035 Plan Amendment to add 4 tolled lanes on Mopac South.

-------- Original Message --------

Name : Andrea Gowry
Email : [redacted]
Subject : Keep Mopac local

Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know,TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;

2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;

3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and

4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School.

Making the "loop" on South Mopac means:

1. Exposing established suburban neighborhoods to increased urban pollution and transient traffic.
2. Paving the Barton Springs Edwards Aquifer recharge zone.
3. Putting a highway through significant cave areas, public parks/trails, and endangered species habitat.
4. Enabling sprawl development that will reduce available water supplies and open space.
5. Robbing limited transportation funds from much higher priority local transportation needs.
6. Further transform this once peaceful, quiet, and beloved city into a bustling metropolis.

KEEP MOPAC LOCAL AND FRIENDLY TO OUR COMMUNITY AND OUR NATURAL LEGACY.

Thank you,

From: [redacted]
To: Administrator
Subject: Study the whole Mopac/45SW toll loop first; keep Mopac local
Date: Tuesday, March 17, 2015 10:45:02 AM

Seems to me all toll roads are nothing more than a source of double taxation in this state. There was a time when all highways in Texas were built on a pay as you go basis. Now we have toll road authorities all over the state. Just how did that happen? I never voted for any of them. Neither did the majority of Texans. Seems to me, if the state and TXDOT needs a little more money for highway construction, the state would increase the gasoline taxes a few cents to cover the costs. Since that has not happened or anything even close to it, I can only assume the politicians and huge oil companies in the state, such as Exxon Mobil, Valero, Chesapeake, and others have the state and local politicians in their pocket. Further, I intend not to give up on this subject. Texas must know something seems to be rotten in Denmark.

> -------- Original Message --------
>
> Name : Jack Haesly
> Email : [redacted]
> Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local
> Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:
>
> As you may know,TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:
> 1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;
>
> 2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;
>
> 3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and
>
> 4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

From: [redacted]
To: Administrator
Subject: Study the whole Mopac/45SW toll loop first; keep Mopac local
Date: Friday, March 13, 2015 10:06:40 AM

Name : Virginia Somyak
Email : [redacted]
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local
Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:
As you may know,TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:
1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;

2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;

3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and

4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

Connecting I-35 traffic to Mopac is misguided and a bad decision. Already, the traffic comes to a standstill for most of every workday. Adding traffic to this local highway is ludicrous. Additionally, thinking of adding more toll roads in the environmentally sensitive area of Barton Creek, Lady Bird Lake and Zilker Park is mind-boggling. Already the run-off from Mopac is having an impact.
Yes, there needs to be improvements--but why MOPAC?
I drove for three years back and forth to San Antonio on I-35. I live in central Austin and many times it took me as long to get from downtown San Antonio to Ben White as it did to go from Ben White to central Austin. So what do we do?
Don't rely solely on Mopac. What are the other options? After 34 years in this city I've seen what inaction and the reliance on old technology and old thinking does to the transportation and the ability to move people.
Building all the toll lanes on Mopac will not help. I who drive Mopac almost every day will not use them--the entrances and exits are not convenient to me. Bringing MORE traffic to MOPAC will not help.
Study the impacts--all of them--and then come up with a viable solution. We live in Austin because of the lifestyle. Don't kill it with roads that destroy.

From: [redacted]
To: Administrator
Subject: Study the whole Mopac/45SW toll loop first; keep Mopac local
Date: Friday, March 13, 2015 10:05:43 AM

Name : Heidi Harrod
Email : [redacted]
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Dear City, County, TxDOT, CTRMA and CAMPO officials:
As you may know,TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;

2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;

3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and

4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

5. Any cars that don't want to sit in traffic on Mopac (new lanes will fill up quick) are added to my neighborhood streets (Exposition and Pecos) which can't handle anymore traffic. Have these areas been studied when you were looking at Mopac?

From: [redacted]
To: Administrator
Subject: Study the whole Mopac/45SW toll loop first; keep Mopac local
Date: Friday, March 13, 2015 10:03:03 AM

--

Name : Susan Hile
Email : [redacted]
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local
Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:
As you may know,TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:
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3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and

4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School
please do not add the proposed expansion to Mopac. Our communities have already been changed due to the addition of two lanes. The noise will be unbearable and so will the landscape of our loved communities. We do not want to become Dallas or Houston.

From: [redacted]
To: Administrator
Subject: Study the whole Mopac/45SW toll loop first; keep Mopac local
Date: Friday, March 13, 2015 10:02:11 AM

-------- Original Message --------

Name : Sharon Edgar Greenhill
Email : [redacted]
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Comments on Flyover Proposal
March 9, 2015
Suddenly, on February 26, we are presented with last minute, additional modifications to
MoPac's extension plans for FLYOVERS, while limiting citizen input to less than 2 weeks? And now just hearing about it???? Is this fair or even legal? In an era facing
unprecedented environmental catastrophes, is it wise to increase heat gain, dependency
on the car and more water quality issues? Not to mention the additional 100s of million
dollars from unknown, undisclosed sources (taxpayers???) for such flyovers?
Are we not killing the goose that laid the golden egg by erecting flyovers in the heart of
Austin next to Zilker Park? Ouch!
I live at 612 Deep Eddy Av, at the junction of MoPac and Lake Austin Blvd; my husband
has occupied our 100 year-old historic home since 1974; for myself, since 1996. To be
asked to endure such flyovers in our neighborhood goes against every thing we approved
and envisioned. At the heart of the issue is increased environmental, noise and air quality
degradation, (there is yet to be released environmental impact statements on your website) and throws even more heat gain into this neighborhood from cars, and increased
concentration of concrete.
The historic Johnson Creek has been irreversibly damaged from the 1st MoPac construction/runoff -- it no longer flows; with the flyovers, Lake Austin will face even
greater issues of run off and decline. Take a walk through the soccer fields of Zilker Park
and listen to the traffic noise, which I do almost every day; isn't it reasonable to assume
that the high noise level that exists now from MoPac will be magnified exponentially
with flyovers? Which are almost impossible to soundproof because of the elevations?
And, yes, when will the environmental studies for MoPac extension be released to the
public????
We have been good care providers of a piece of Austin history; yet at every turn, in

the
last 15 years, we have been inundated with local, county and state governmental policies
and decisions that make it less and less desirable and possible for us to keep this property.
In a neighborhood that exemplifies what Austin was once all about.
I ask that you please extend the cut-off date past today, March 9, and allow more time for
public input for this LAST MINUTE PLAN FOR FLYOVERS, and better yet, take this last minute, sad, sad plan for inner-city flyovers totally off the books.

Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:
As you may know,TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:
1. Tell the truth - Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project; stop the piece meal approach;

2. Study ALL of the impacts and ALL of the costs first - before building SH 45 SW or any piece of the propose 45SW/Mopac toll loop;

3. Keep I-35 traffic on I-35 - and Keep Mopac as a Local Commuter Highway; and

4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School
Sharon Edgar Greenhill
[redacted]

From: [redacted]
To: Administrator
Subject: Study the whole Mopac/45SW toll loop first; keep Mopac local
Date: Thursday, March 12, 2015 4:19:47 PM

-------- Original Message --------

Name : Jennifer Voss
Email : [redacted]
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local
Message : Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know,TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

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4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

Additional concerns:
We were only given an 11-day online comment period (Feb. 26 open house & comments due by Mar. 9 - should extend it to April 2.
What are the impacts on Cesar Chavez and 5th Street?
Impacts to Austin HS (traffic, noise, air pollution, danger to young students driving to/from the school). Austin HS is where our children go/will go.
The destruction of scenery around Lady Bird Lake, Zilker Park, etc.
The financial costs to citizens?
What happened to the one "managed" lane per direction on Mopac that is currently in the long-range plan?
Why such a short public comment period after unveiling 4 lanes idea?
We do not want Mopac connected to SH45 so that it can be connected to I-35.
2 lanes each direction is too much. I've driven in many other cities with express lanes & HOVs...they are not utilized enough and this is overkill.

Thank you for hearing our concerns.

From: [redacted]
To: Administrator
Subject: Study the whole Mopac/45SW toll loop first; keep Mopac local
Date: Thursday, March 26, 2015 2:52:44 PM

-------- Original Message --------

Name : Scott Ogden
Email : [redacted]
Subject : Study the whole Mopac/45SW toll loop first; keep Mopac local

Dear City, County, TxDOT, CTRMA and CAMPO officials:

As you may know,TxDOT and our local toll road authority, the CTRMA, are trying to build a continuous tolled loop around Austin, but they don't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces. CTRMA and TxDOT are now asking for public comments on just one piece of the proposed toll loop: adding two toll lanes in each direction along Mopac from Cesar Chavez south to Slaughter Lane. Please join us in telling CTRMA and TxDOT to:

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3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway; and

4. Any Mopac expansion should be limited, without double decker flyovers through West Austin, Zilker Park, and Austin High School

5. Don't rely on traffic projections that ignore the effects of new technology like selfdriving cars: in less than a decade our present roads will be able to accommodate 400-500% more cars WITHOUT IMPROVEMENT

6. The proposed loop and toll lanes, if built, will be seen as obsolete overbuilt highways in less than a decade, but the debt/tax burden to the community will be there much longer

From:	Charles R. Winfield
To:	Capital Area Metropolitan Planning Organization
Cc:	Thomas Farrell; JoeBasham@cityofrollingwood.com; Jordon Scott; [redacted] "Amy Pattillo"; Roxanne McKee; [redacted] Robyn Ryan
Subject:	The City of Rollingwood"s Position on the MoPac South Expansion Project
Date:	Wednesday, April 01, 2015 3:05:57 PM
Attachments:	City of Rollingwood"s Position on MoPac South Expansion.pdf

The attached document is the City of Rollingwood's position on the MoPac South Expansion Project. A Certified Copy is also being sent today to your offices.

Charles R. Winfield
City Administrator
City of Rollingwood

CITY OF ROLLINGWOOD
403 Nixon Drive
Rollingwood, TX 78746
(512) 327-1838 Fax (512) 327-1869

04/01/15

Capital Area Metropolitan Planning Organization
Board of Directors
P.O. Box 1088
Austin, Texas 78767

Sent Via Certified Mail
Sent Via Email

Sirs/Madams:

The City of Rollingwood Council Members and myself have attended, participated, and listened to citizens' comments at the Public Hearings and have considered the proposed double-decked expansion at a public hearing of the City Council held on March 11, 2015. The consensus that has resulted from these meetings is that the City Council Members and I have very strong objections to the current MoPac South Expansion Project plans. Please add these comments to the public comments for the CAMPO 2035 and 2040 plans.

The following is a summary of the Pros and Cons concerning the proposed plans:

Pros

- Improve traffic flow will benefit uses of MoPac entering and exiting at the City.
- The proposed exit ramp onto Bee Caves Road would improve the dangerous existing ramp.
- Possible improvement to the Rollingwood Drive/MoPac intersection are desired.
- Possible improvement to the Bee Caves Road/MoPac intersection are desired.
- Possibilities for improvements/developments to the Hike and Bike trails would be beneficial.

Cons

- Noise levels will significantly increase from the proposed elevated lanes.
- Light pollution will significantly increase from the proposed elevated lanes.
- Use of park areas by youth sports teams and the public and park development will be negatively impacted.
- The proposed MoPac connection to I-35 is not being discussed in the plan, and would adversely impact Rollingwood with increased traffic on MoPac.
- Ingress/Egress "short window" access for Express Lanes at Barton Skyway and Hwy. 360.
- The necessity of traveling south to Barton Skyway to reach Express Lanes from the City.

- Lack of an entry/exit point feasibility study.
- Proposed Bike/Pedestrian lane plan is not considered to be safe or rational.
- Residents' views of downtown Austin will obstructed.
- An upper deck and exit located in the immediate vicinity of Austin High School is believed to be undesirable infringement on the school.
- It is believed that the plan for northbound lanes to merge to one lane will result in an increase in traffic congestion at the point of merger and backing up from that point.
- The project's plans for access to and from Cesar Chavez Street may not be sufficient to address the increase of 15,000 workers from two new developments in that area and any new plan should provide for additional traffic capacity on Cesar Chavez Street, particularly at Lamar Street Bridge, into the downtown area.

As stated, these are only a summary of the issues and comments that have been made by City Council members and myself, and are further based on concerns voiced by residents of the City. As for noise and light pollution and the visual impact, no one can recall a double decked highway in a vicinity like ours, where the location of homes and parks on the immediately surrounding hills will suffer the effects all the more, being on more of an even elevation with the elevated highway.

The City of Rollingwood's City Council Members and myself appreciate the traffic reduction efforts of CAMPO and the opportunity to provide input to the project's plan. We sincerely hope that such input is seriously considered to develop a final plan that is publicly acceptable as well as functionally sound.

Sincerely,

Thom Farrell
Mayor
City of Rollingwood

Cc: Victor Vargas P.E. Area Engineer, TxDoT

From:	Marnie Fitzgerald
To:	ron.davis@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Brigid.Shea@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; Capital Area Metropolitan Planning Organization
Cc:	mayorfarrell@cityofrollingwood.com; administrator@cityofrollingwood.com
Subject:	vote NO on the proposed CAMPO Mopac expansion Express lanes at 2244
Date:	Monday, March 30, 2015 10:05:10 AM

To Whom It May Concern,

I am a home-owner in West Lake Hills, at the corner of Gentry and Ridgewood Rd. Rollingwood is my community and neighborhood. **I am writing to ask you to OPPOSE the proposed double-decker and flyover from 2244 to Cesar Chavez!**

The proposed Express Lane that will connect MoPac to Cesar Chavez via a double decker will be elevated 25 feel above the current MoPac lanes. The lighting will be an additional 25-50 feet over than and will create light and noise pollution to the park and in my neighborhood!

Allowing a double decker over the MoPac bridge will forever change the look, feel and noise levels at Zilker Park, The Nature & Science Center, Zilker Botanical Garden, Lady Bird Lake, Austin High School and will alter the Capital Corridor views from downtown and my neighborhood!

I do NOT support this plan. Please listen to the residents in this area and act accordingly!

Best,
Marnie Fitzgerald

Capital Area Metropolitan Planning Organization

From: [redacted]
Sent: Thursday, March 26, 2015 1:59 PM
To: Administrator
Subject: Oppose Mopac 4 toll lanes expansion loop; keep Mopac local

GIVE US A BREAK! The city just approved an additional 16,000 trips per day on the Mopac section of the Garza tract. ENOUGH AND STOP IT.

Name : angie wagner
Email : [redacted]
Subject : Oppose Mopac 4 toll lanes expansion loop; keep Mopac local

Dear CAMPO, City, County and State officials:
As you may know, in May and April CAM PO is set to vote on a request from our local toll road authority, CTRMA, to build a continuous tolled loop around Austin. But CTRMA doesn't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces, refusing to look at the whole loop project and alternatives that would better serve Austin mobility.
Most recently, CTRMA proposed to add, 4 tolled lanes on Mopac from Cesar Chavez to Slaughter Lane. This plan would require a double-decker bridge over Lady Bird Lake and connecting bridges through Zilker Park, Austin High School, and Barton Creek greenbelt property.
Please take action now to:
1. Remove the proposed new 4-toll lanes and double-decker bridge on Mopac over Lady Bird Lake from the proposed 2035 and 2040 long-range transportation plans.
2. Remove the proposed tolled-SH 45 SW and Mopac expansion loop, which would convert Mopac to an alternative Interstate 35 route, from the proposed 2040 long-range transportation plan.
3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway by removing the proposed connection of Interstate 35 to Mopac via the proposed SH 45 SW
4. Halt any action to build Phase I of SH 45 SW over the Barton Springs recharge zone or otherwise extend South Mopac until there is a comprehensive study of all of the costs and impacts of building a an expanded Mopac/SH 45 SW tolled loop connection to Interstate 35.

Capital Area Metropolitan Planning Organization

From: [redacted]
Sent: Thursday, March 26, 2015 2:10 PM
To: Administrator
Subject: Oppose Mopac 4 toll lanes expansion loop; keep Mopac local

-------- Original Message --------

Name : Sarah Youree
Email : [redacted]
Subject : Oppose Mopac 4 toll lanes expansion loop; keep Mopac local
Message : Dear CAMPO, City, County and State officials:
As you may know, in May and April CAM PO is set to vote on a request from our local toll road authority, CTRMA, to build a continuous tolled loop around Austin. But CTRMA doesn't want to be honest with the public on this loop plan. Instead, they have chopped up their tolled loop plan into four pieces, refusing to look at the whole loop project and alternatives that would better serve Austin mobility.
Most recently, CTRMA proposed to add, 4 tolled lanes on Mopac from Cesar Chavez to Slaughter Lane. This plan would require a double-decker bridge over Lady Bird Lake and connecting bridges through Zilker Park, Austin High School, and Barton Creek greenbelt property.
Please take action now to:
1. Remove the proposed new 4-toll lanes and double-decker bridge on Mopac over Lady Bird Lake from the proposed 2035 and 2040 long-range transportation plans.
2. Remove the proposed tolled-SH 45 SW and Mopac expansion loop, which would convert Mopac to an alternative Interstate 35 route, from the proposed 2040 long-range transportation plan.
3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway by removing the proposed connection of Interstate 35 to Mopac via the proposed SH 45 SW
4. Halt any action to build Phase I of SH 45 SW over the Barton Springs recharge zone or otherwise extend South Mopac until there is a comprehensive study of all of the costs and impacts of building a an expanded Mopac/SH 45 SW tolled loop connection to Interstate 35.

It is essential for us to protect our green spaces, including Zilker Park, Barton Springs, and our hike and bike trails. Without these resources, Austin will cease to be the city we love.

With urgency,
Sarah Youree

Dear CTRMA Board of Directors and Staff, 11-19-2015

Thank you for your service to our community. I know the MoPac South project has received a lot of attention and I hope that during this public collaboration we can find middle ground and a solution to our real traffic issues. I believe the public has a right to a fair and collaborative look at the issues surrounding this 300 Million + toll way project which will result in significant impacts to the natural and human environment.

I want to let you know that I am deeply concerned about the plans to build elevated toll lanes over MoPac. It seems to me that these solutions in other parts of Austin have had negative effects of the character of the city that we all know and love. I would much prefer that we try more concertedly to alleviate traffic in more resourceful and creative ways -- ways that preserve the peace and charm of Austin. I doubt that I am alone and I would urge you to reconsider these plans. I am really against adding any more elevated lanes of any kind over MoPac near downtown. The elevated lanes will impact the hill country feel, beauty and charm of this special Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

Asking the public to consider and collaborate on a $300 million + toll lane project with elevated lanes that will forever change the look and feel of downtown Austin while not providing any noise analysis for any of the options under consideration, until a final design is chosen, does not give the public adequate information to understand the impacts that any of the proposed plans will have on the parks and neighborhoods surrounding the elevated lanes near downtown.

In addition providing an incomplete traffic study that uses only 2015 Blue Tooth Data that has clearly been impacted by the North MoPac Improvement project and is calibrated using the former 2035 Travel Demand Model instead of the new 2040 Travel Demand Model is misleading.

The surrounding municipalities and the public are supposed to be collaborators in this environmental assessment but it appears that TxDot and CTRMA are the only ones collaborating in this process. The public wants a chance to really understand the goals and purposes of this project and to collaborate to find a solution to our real traffic problems that also support our public parkland use, green spaces and community values.

Currently, the CTRMA staff has failed to provide the public with sufficient or reliable information about each of the 6 alternatives upon which the public can collaborate with CTRMA to evaluate the benefits and significant impacts of each alternative. CTRMA staff have failed to treat each of the 6 alternatives evenly and have failed to evenly include TSM into the 2 express lanes each way without direct connection that could significantly reduce the travel times of those intending to use the toll lanes and the general traveling public. In addition, CTRMA staff have failed to provide a rationale to support the decision to recommend elevated lanes for the Cesar Chavez toll exit lanes, but to use inner lane toll lane exits at other points along Mopac that have a higher volume of exiting traffic than is predicted for Cesar Chavez.

I support the addition of an 11' multi-use path on the west side of MoPac from Lady Bird Lake to Barton Creek Mall. Instead of the proposed 8' sidewalk, I would like to see an 11' multi-use path that can accommodate both bikes and pedestrians and will connect and seamlessly with Phase III of the MoPac bicycle and Pedestrian project.

Project Goals and Objectives

- **Provide consistency with local and regional plans.**

CTRMA has not provided consistency with regional plans. Feb 26, 2015 open house CTRMA presented their "preferred alternative" of 2-toll lanes each direction with a double Lady Bird Lake. The 2-year study information and preferred alternative CTRMA presented to the public was not aligned with the scope of the 2035 regional transportation plan. Being consistent with the Regional Transportation Plan is a requirement CTRMA must meet.

Instead of making sure their plan was consistent with the regional plan, CTRMA tried to make an amendment March 2, 2015 to the 2035 regional plan to align the regional plan with the CTRMA "Preferred Alternative" (it's supposed to happen the other way around). This would have changed the description of the project in the 2035 plan from one managed lane in each direction to two managed lanes in each direction.

March 30, 2015, CTRMA decided to withdraw their amendment request after receiving a lot of public inquiry about the change from 1-lane each direction to 2-lanes each direction and the proposed double decker over Lady Bird Lake.

As a result, CTRMA has to redo much of their 2-year study that was done under assumptions made in the 2035 Long Range Plan (which does not show a connection of MoPac to IH-35) to make sure all the study information is aligned with the newly adopted 2040 CAMPO Regional Transportation Plan.

July 13, 2015, an additional $460,922 was approved by the CTRMA Board of Directors to align the previous environmental assessment with the new.

This has been a costly mistake both in delivering relief in a timely manner and the financial impact.

The CTMRA toll-lane project with direct connections that drop traffic ½ mile into the City of Austin do not support local plans for the Austin area. This area of the city of Austin is a prized scenic entrance into downtown Austin with a lot of history and local landmarks surrounding it, including the Zilker Park Historic District, Lady Bird Lake, The Nature and Science Center, Zilker Botanical Gardens, Deep Eddy Pool, the protected Zilker Clubhouse, Austin High School and nearby neighborhoods which have deep and interesting histories.

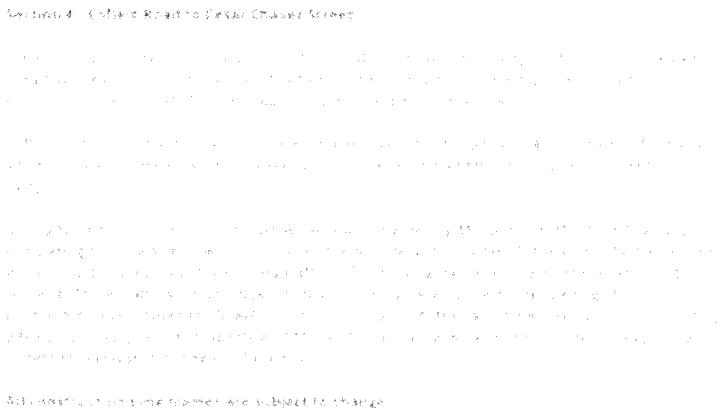
- Reduce congestion delay and provide travel times savings for all roadway users

CTRMA is presenting questionable traffic data that seems to be inflated to justify elevated lanes over an environmentally sensitive and beloved part of downtown Austin. This area will be connected with SH 45 SW and then with SH 45 SW-E. The environmental impact to SH 45 SW, and MoPac South will be cumulative. CTRMA has also told the public that noise studies will not be completed until after a preferred alternative is selected

The 2/26/15 peak period traffic data between Cesar Chavez and Slaughter Lane in 2013, the Northbound morning (7-9am) travel times were given as a 15 minute drive; The 2035 "no build" drive time was estimated to be a 47 minute drive. The southbound evening (4-6:30pm) from Cesar Chavez to slaughter is estimated as a 12 minute drive; and the 2035 "no build" is estimated as a 45 minute drive.

The 10/21/15 peak period traffic data between Cesar Chavez and Slaughter Lane in 2015, the Northbound morning (7-9am) travel times were given as a 23 minute drive, which is an 8 minute increase or **53% increase** from the 2013 estimate given using the same 2035 travel demand model. The 2035 no build is a 52 minute drive (5 minute/11% increase from 2013). The Southbound evening (4-6:30pm) is a 16 minute drive (4 minute/33% increase from 2013, the 2035 no build is 51 minute drive (6 minute/13% increase from 2013)

The most inflated and biggest increase in traffic is shown where CTRMA wants to justify the elevated lanes. Did the North MoPac construction impact the 2015 Bluetooth Study?



Express Lanes & Capacity

According to CDM Smith in a document released via a public information request. In order for the Express Lanes to operate at 60 MPH there is a maximum allowed 1,600 vehicles per hour per lane. The AM Peak Period is 7am 9am so the total number of vehicles that can be removed from free lanes during the entire AM Peak Period is 6,400. The total number of vehicles removed from free lanes during PM Peak Period 4pm - 6:30pm is 7,200. That is a very small portion of the CAMPO 2013 daily traffic count.

For Toll Users, the 2035 Time Savings benefit will be getting from Slaughter to Cesar Chaves 14 Minutes faster or 60% faster than one would get from Slaughter to Cesar Chavez today.

The General Purpose "Free Lanes" Time is actually 9 minutes or 39% slower than one would get from Slaughter to Cesar Chavez today.

According to CTRMA 70% of drivers are single occupancy vehicles but only a small percentage of those drivers will be willing or able to pay peak period toll rates that will become more expensive for the purpose of discouraging drivers from entering them.

Also, When looking at traffic data consideration should be given to studying the Northbound PM traffic, especially as it relates to traffic that utilized Cesar Chaves because the afternoon tends to be the period when the most substantial delays in that area occur.

Justify Need for Direct Connection to Downtown when other exits have a higher demand

I feel more information needs to be shared with the public about why elevated lanes are recommended for the Cesar Chavez exit, but not for the many other toll lane exit points along Mopac?

The toll road exit point that CTRMA is proposing placing before the Enfield on northbound Mopac is an inside lane exit with a very ,very short ramp for cars to exit the toll road and merge into general northbound traffic. It is positioned at a point where northbound traffic merges down from 4 lanes to 3 lanes over the river, and where there is already congestion during morning and afternoon peak times.

This inside toll lane exit, positioned before Enfield road, is the exit for all toll lane traffic planning to exit at Windsor, Westover, 35th, 45th, and 2222 to use – one toll lane exit servicing 5 Mopac exits. Where is the information to support the need for expensive, industrial elevated lanes to service a single exit at Cesar Chavez? Additionally, this proposed toll lane exit before Enfield creates a new, potentially dangerous bottleneck into Mopac North right after the river that will potentially back up traffic across the bridge.

Also, in reviewing the traffic data provided by CTRMA there is twice as much daily volume of cars exiting and entering Bee Caves at Mopac than at Cesar Chavez. Improvements to the Bee Caves Road interchange need to be considered as part of the plan if we are going to take a comprehensive approach to Mopac South. Bee Caves Road is a major artery into Mopac South, and by not considering this intersection I feel the CTRMA plan is very short-sighted.

Connection between IH 35 do to MoPac

A the series of "separate" projects to complete a toll loop around Austin were set in a calculated manner in order to make sure they are all considered separately and the cumulative effects of traffic can't be considered. The mistake by CTRMA on the MoPac South project seems to have upset the order and the consequence of pulling the amendment is CTRMA to the MoPac South "Environmental Assessment" is the newly adopted 2040 regional plan now includes the connection of MoPac to IH-35.

The list of projects in the "fiscally constrained" portion of the CAMPO 2040 Regional Transportation Plan and the CTRMA bond prospectus show the connection of MoPac South project to IH-35.

CTRMA has to align the MoPac South "Environmental Study" (which was completed with 2035 plan traffic modeling data) with the new 2040 regional plan which includes the connection of MoPac to IH-35. This traffic study won't be available until after January 2017. How can CTRMA choose a preferred alternative without knowing what the impact of the addition traffic will do to general purpose lane travel times. Will toll lanes be the best option with all the new traffic? New traffic engineering work was approved by the CTRMA Board **July 13, 2015 — only 4 months ago.**

CTRMA has made argument in the past for not using the traffic data for the connection to IH-35, stating the "SH-45 SW-E" project (which is the connection from the new SH-45 SW road to IH-35), is listed as "design only".
— SH-45 SW, the connection between MoPac South and 1626, moved forward **March 5, 2015**, with the Texas Department of Transportation issuing a Record of Decision (ROD) which allowed the SH 45SW project to proceed to final design and construction.
— SH 45 SW-E, the connection from 1626 to IH-35, is in the fiscally restrained portion of the 2040 plan (not illustrative) with a "Let Date" of 2025. (Projects listed in the fiscally constrained portion of the 2040 plan are projects expected to be funded between 2015 and 2040)

— The TxDot January 2015 Bond Prospectus states "The only toll road planned to be opened in the 2021 – 2030 period is the SH 45 SW Phase 2 Project between FM 1626 and IH-35, scheduled for completion in 2025."

(*attached: "5 CTTS Official Statement including T&R Study" —p. 2.13, 2021 – 2030 Key Network Improvements.*)

In the Buda and Hays planning documents they are even calling the existing road FM 1626 that connects at IH 35 and runs up to Brodie a "trucking bypass": https://www.co.hays.tx.us/Data/Sites/1/media/pdf/road-projects/txdotpartnership/buda-truck-bypass.pdf. This trucking bypass will be connected to the new 45SW and MoPac. Hays county Transportation Plan also shows three new roads connecting to SH45 SW. Have the effects of those connections been considered in the study?

According to a recent traffic study released, Stantec, among other things the study has said opening the road all the way to I-35, would increase traffic on Texas 45 Southwest by about 5,800 vehicles a day in 2030 and 8,400 a day by 2040. If the current "2015 CDM Smith Bluetooth Data" was used to calibrate these results I question the accuracy of the study given the inflated travel time data that has been presented using the Bluetooth method.

Consider Other Options

With the significant changes** in the 2015 traffic data presented to the public since the Feb 2015 open house and the major changes approved by voters for regional non-tolled road funding in the recent election, CTRMA's current study should reexamine alternatives to converting MoPac South into a toll road. HOV and transit only lanes should be compared with the toll and general purpose lane options proposed to give the public an understanding of why toll lanes are being considered as the only option. Along with a no-build scenario, options such as expanding telecommuting, ride sharing, and rail should be considered.

Options other than toll roads should be thoroughly vetted and compared with the proposed toll lanes. Especially considering this environmental study is being paid for using Rider 42 funds, which came from Proposition 12 funds that were intended for non-tolled roadway projects.

Are we really being offered a fair look at all the alternatives to Toll Lanes? Some investigative reporting might be able to answer this:
CTRMA has ruled out HOV and Transit only lanes saying they are 50% less effective than toll lanes. They compared an "HOV lane" with 2-toll lanes each direction.

CTRMA has ruled out HOV and Transit only lanes saying the "HOV lane" is 50% less effective than the preferred alternative of 2 toll lanes each direction. When CTRMA is making the comparison are you comparing 1 HOV lane each direction with 1-toll lanes each direction and 2 HOV lanes with 2-Toll lanes each direction? Apples to Apples? Because if they you are comparing 1 HOV lane with 2 Toll Lanes it would make sense to say the toll lane option would would be 50% less effective than 2 toll lanes.

One of the 4 conclusions reached to not recommend HOV and transit only lanes during the Cannot open house was "Cannot deliver relief in a timely manner (without major change to regional funding). The passing of Prop 1 and Prop 7 represent a significant change in regional funding)

During the **Feb 26, 2015** Open House studied HOV and Transit Only lanes using traffic data from CDM-Smith 2014 INXR speed data, CAMPO 2035 Travel Demand Model, observed congested speeds in October 2013 and Bluetooth data. During the October 21, 2015 Open House CTRMA only studied toll lane options and hasn't cited any traffic data sources other than CDM Smith 2015 - Using BlueTooth Data. What data did you use to study HOV options during this current open house.

The public has a right to review traffic studies and receive real answers about the effects what Texas Department of Transportation calls the Central Texas Turnpike System, the system that includes four existing tollways on the metro area's eastern and northern sides: Texas 45 North, Loop 1, Texas 130 and Texas 45 Southeast will have when it's Western Loop runs directly over our Aquifer. Like the rest of the hydrological karst that defines the Balcones Escarpment of the Hill Country, the area is covered in caves and passages that funnel water directly into the aquifer - which is one reason why the Edwards Aquifer is so vulnerable to surface pollution (both point and non-point sources).

- Be constructible without unnecessary impacts to the natural and human environment

A successful urban city today is one that embraces green spaces, urban parks and trails, bike lanes, sidewalks, and inviting public gathering spaces. It also encourages alternatives to driving. There is abundant evidence to suggest that these are the elements that create a thriving city. People do not want to sit in cars and sit in traffic, people do not want to drive to everything, and people do not want poor air quality. People do want meaningful personal relationships, places to build movement into daily life, and ways to get to work and shopping that do not involve cars. This is the way successful cities are moving. Austin has the opportunity to attract a diverse and highly skilled workforce, but it will require a strong continued move toward this ethos of development. Consider the cities of today that have remade themselves into highly attractive places, like Chicago and Minneapolis. They did this not by building 8 lane freeways in the middle of the city. Instead, they created abundant green spaces, rich public gathering venues, they support lots of transportation options, they invested in bike lanes and sidewalks, mixed use walkable development .. they built a city for people, not for cars. Austin sits at this juncture. Are we a city for people or a city for cars? Austinites are clear – we want a city for people. CTRMA should embrace this.

A double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road will be 45-50 feet above ground level and will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character, look and feel from peaceful and green to highly urbanized and industrial. Elevated lanes will also add more noise and light pollution (than not building up) to Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, and Austin High school.

In addition, please serve the community by providing an Environmental Impact Statement for the Mopac South Environmental Study. There will be a significant impact, which will be impossible to mitigate by barriers and buffers, to the natural resources, environment, water quality, and quality of life of residents and businesses in Rollingwood and the surrounding areas of Austin if Mopac South is modified in any way. Please address the significant impacts to the environment identified in the attachments to this letter in an Environmental Impact Statement.

CTRMA needs to clearly provide the public with specific information about the studies of areas where there could be impact to the natural and human environment. Currently CTRMA has merely provided summary statements.

CTRMA needs to provide the public with additional information about the necessary impacts to the natural and human environment that cannot be mitigated.

Optimize the 2-Toll Lanes Each Direction Option

The designs with elevated lanes that CTRMA seems to be pushing are optimized to provide the greatest travel times savings for toll and general purpose lane users. The same design consideration to optimize efficiency should be given to the design with no elevated lanes.

If toll lanes must be built, the 2 Toll lanes each direction without elevated lanes option will have the least impact to the park, schools, recreation centers and neighborhoods:

The 2-lanes each direction without elevated lanes option meets all of the MoPac South project "goals and objectives" set by CTRMA and this option is consistent with the CAMPO 2040 Long Range Plan. Providing direct access to toll users into the downtown area is not a goal or objective identified by CTRMA or CAMPO for this project.
The 2-lanes each direction without elevated lanes provides consistency with local plans for park land use because it has the least impact to the park land. Adding elevated lanes damages Austin's parks, restricts community members who use the open spaces, and damages neighboring neighborhoods.

- Deliver Relief in a timely manner

CTRMA failing to align the preferred alternative selected with the adopted regional plan has caused delay and a lot of taxpayer money. **July 13, 2015**, the CTRMA board of directors approved a new contract with Jacob's to fix the mistake, which has delayed the project by more than three years. The 2035 CAMPO Regional plan "let year" for the project was 2017 but had to be adjusted to a "let year" of 2020 in order for CTRMA to align the environmental study with the 2040 Regional Transportation Plan.

The toll lane projects have become so controversial with lawsuits and repeated NEPA studies that is seems these toll projects are not delivering relief in a timely manner.

Would less controversial options be able to be completed in a faster timeframe?

Public information requests for information on obtaining the traffic data/studies used to get the current and projected travel time that were published to the public during the October 21, 2015 open house have been answered with CTRMA sending the requests to the Attorney General who has ruled the data does not need to be released because "the study isn't complete" or "the information is confidential" According to the Austin Monitor, "CTRMA attorney Andy Martin said his agency did not want to release the draft document because it does not represent what the agency will finally decide to build. He said it would release a final document in about a year to 18 months that would be "an investment grade traffic and revenue study." According to Martin, CTRMA is considering suggestions made by the cities of Austin and Rollingwood as well as Travis County. The agency will also be holding open houses in October to get input from the public, he

said". (*Source:* http://www.austinmonitor.com/stories/2015/10/sos-sues-toll-road-agency-again/).

Questionable Travel Time Data
Wishbone and Double Decker Options show exact same "travel time" for express lanes — Wishbone option has to merge with traffic and double decker doesn't, so identical travel time is questionable.

The data distributed shows that both toll-lane options will have identical travel times 9 minutes in and 9 minutes out in the afternoon peak period
(*Source:* http://www.mopacsouth.com/voh/alternatives.php)

There are other ways to alleviate the transportation problem in Austin. We ask that you look at options without elevated toll lanes in particular so that we can retain the look and feel of our beloved city. Please ensure the plans you choose support our public park land use, green spaces and community values.

I respectfully request that you seriously consider all of the public comment that you receive before making such a dramatic and damaging change to our beloved section of roadway - where Mopac (Loop1) goes over beautiful Lady Bird Lake, with Zilker park below it. Thank you for your time and consideration.

Best Regards,

Wendi Hundley
[redacted]

CTRMA - Prop 12/ Rider 42 Funding:

History of Prop 12/Rider 42 funding
November 2007, Texas voters approved Proposition 12, which authorized the issuance of up to $5 billion in general obligation bonds. June 2009, The 81st Texas Legislature approved Senate Bill 1, authorizing TxDOT to go to contract on approximately $2 billion in voter-approved bonds for non-tolled highway projects. July 2009, Senate Bill 1 signed by Governor Perry, authorizing the issuance of $2 billion in general obligation bonds August 2009, TxDOT briefed Texas Transportation Commission on potential uses of Prop 12 funds. Commission directed staff to meet with Metropolitan Planning Organizations (MPOs) to develop guiding principles for project selection priorities. September 2009, TxDOT met with MPOs to develop guiding principles for project selection priorities. TxDOT briefed Texas Transportation Commission on guiding principles developed. Commission directed TxDOT to develop a list of the highest priority projects. October 2009, TxDOT identifies $2 billion in projects recommended for Prop12 funding to the Texas Transportation Commission. November 2009, Texas Transportation Commission takes final vote on approved list of Prop12-funded projects. April 2010, First Prop 12 project contracts will be set for bids. June 2010, First Prop 12 projects will begin construction. June 2011, Rider 42 authorized by Gov. Perry and the Legislature August 2011, TxDOT Districts and MPOs began grassroots effort to identify and select project by working with rural planning organizations, elected officials and the public. September 2011, Formal public involvement begins. September 29, 2011, Texas Transportation Commission

authorizes allocations and projects in accordance with Rider 42. Summer of 2012, Construction bids accepted on first Proposition 12 Program 2 projects.

History of CTRMA use of Rider 42 Funding

February 29, 2012, CTRMA, our toll-road authority authorized money from their general fun - reimbursed with Rider 42 funds to pay for a 2-year study of the MoPac South project to build from Cesar Chaves to Slaughter.

December 5, 2012, the CTRMA Board of Directors approved Jacob's and authorized negotiation of a contract for preliminary engineering and environmental services.

February 29, 2013, CTRMA amended contract with Jacob's engineering adding $191,671 to reclassify from Categorical Exclusion (CE) to Environmental Assessment (EA) for new total of $6,190,876 (attached: CTRMA & Jacobs $6,190,876).

March 27, 2013, the CTRMA Board of Directors authorized the Executive Director to finalize and execute a professional services contract with Jacobs Engineering Group Inc. ("Jacobs") for preliminary engineering and environmental services for development of the MoPac South ProjectThis contract provides for the alternatives development and evaluation, environmental studies, public involvement, preliminary engineering, design, field survey, hydraulic studies, and schematic development for the proposed MoPac South Project and MoPac South Overpasses Project (Projects) located in Travis County, Texas (attached: "CTRMA & Jacobs $5,999,205 - Rider 42 Funds").

February 26, 2015: Jacobs and CTRMA proceeded with the 2-year study and at presented to the public the "preferred alternative" of 2-toll lanes each direction with elevated lanes over Lady Bird Lake at the Feb 26, 2015 open house

The "preferred alternative" of 2-toll lanes each direction with elevated lanes over Lady Bird Lake was presented to the public at the open house. The 2-year study information and preferred alternative CTRMA presented to the public was not aligned with the scope of the 2035 regional transportation plan. Being aligned with the Regional Transportation Plan is a requirement CTRMA must meet.

The CAMPO Long range plan in effect at this time was the 2035 Regional Transportation Plan (RTP) plan which described the project as adding 1-toll lane each direction from Cesar Chavez to Slaughter. (source: http://www.campotexas.org/plans-programs/campo-plan-2035/)The CAMPO 2040 Regional Transportation Plan (RTP)

March 2, 2015, CTRMA requested an amendment to the 2035 plan, to align the regional plan with the CTRMA "Preferred Alternative" which would have changed the scope of the MoPac South project from 1-toll lane each direction to 2-toll lanes each direction (attached: "CTRMA pulls 2035 amendment from CAMPO RTP.png"). CTRMA made a mistake because their preferred alternative should have been aligned with the 2035 Regional Plan — the RTP shouldn't be changed to align with projects.

The amendment would have changed the description of the project in the 2035 plan from one managed lane in each direction to two managed lanes in each direction. (attached: "CTRMA pulls 2035 amendment from CAMPO RTP.png")

March 27, 2015, I called and spoke with Alex Kone. He is a Senior Planner at CAMPO in charge of the amendments. I asked why CTRMA requested the amendment to the 2035 Plan instead of making the amendment to the 2040 Plan. He told me:

The CTRMA MoPac South Project "qualitative" analysis is supposed to be based on the 2035 plan but their preferred alternative does not align with the plan.

The requested Amendment has to be made to the 2035 plan, while it's still active, before the 2040 plan is adopted May 2015 meeting; otherwise CTRMA has to start their study all over from Square 1 and cost a half a million dollars

He casually said our groups would prefer the amendment not be made because the 2040 traffic data would be better for "you guys"

March 30, 2015, CTRMA decided to withdraw their amendment request on after receiving a lot of public inquiry about the change from 1-lane each direction to 2-lanes each direction and the proposed double decker over Lady Bird Lake. CAMPO staff removed the item from the TPB's April 13, 2015 agenda as a result of the CTRMA request. (attached: "CTRMA pulls 2035 amendment from CAMPO RTP.png")

March 30, 2015, CTRMA extended their study period saying "In response to community feedback for additional public involvement on the MoPac South Environmental Study, the Central Texas Regional Mobility Authority will extend environmental study process to allow for additional community input and engineering analysis on the project.", (attached: "CTRMA Extends Study).

May 14, 2015, The CAMPO 2040 Regional Transportation Plan (RTP) was adopted May 14, 2015, with a new description/scope of the MoPac South — changed from 1-lane in each direction to 2-lanes each direction along with a footnote "*Study all options for the proposed MoPac South expansion including both 1 and 2 Express Lanes in each direction, as well as no-build". The 2040 plan was adopted without the CTRMA amendment being made to the 2035 plan (attached: "CTRMA pulls 2035 amendment from CAMPO RTP.png").

The CAMPO Mopac South project changed to "Let Year" 2020 when the 2040 plan was adopted. The 2035 plan had the "Let Year" as 2015, open year 2017. Ben Wear reported 11/10/15 "Agency officials don't foresee construction until well into 2017, at the earliest. Construction would take three to four years, they said." The report was not consistent with the 2040 plan which lists the "let" year as 2020. (Source: CAMPO 2040 Long Range Plan - Table 32 Road Projects Pg. 169)

The consequence of pulling the amendment is CTRMA has to align the MoPac South "Environmental Assessment" with the newly adopted 2040 regional plan, which includes the connection of MoPac to IH-35.

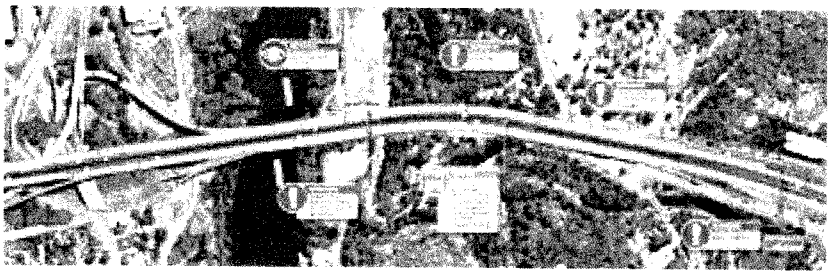
July 13, 2015, An additional $460,922 was approved by the CTRMA Board of Directors (attached: "CTRMA & Jacobs July 13, 2015") to align the previous environmental assessment with the new

The contact directs Jacob's Engineering to redo much of the "Environmental Study" for the Mopac South Project, including new traffic engineering and public outreach. CTRMA has expressed this time period extension is "In response to community feedback for additional public involvement on the MoPac South Environmental Study" but it is fixing an expensive mistake made with taxpayer Rider 42 funding because they had to re-initiate the environmental study to align the data with the 2040 Regional Transportation Plan.

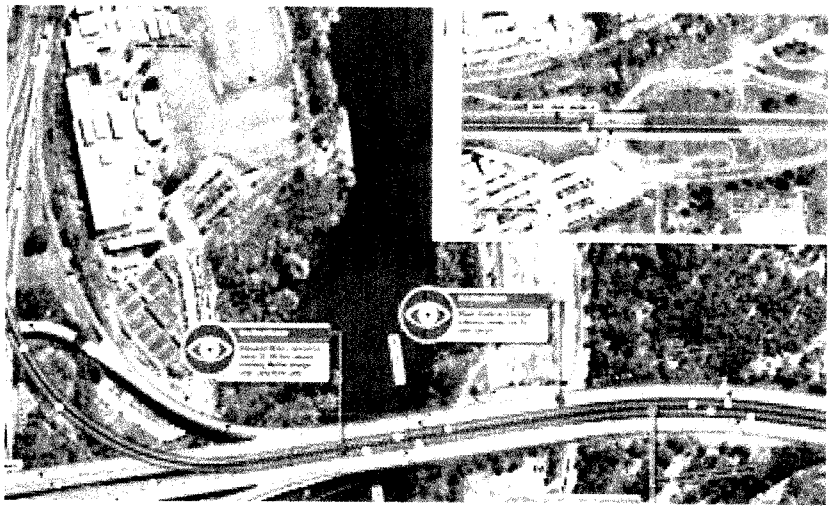
Wishbone Design:

Merge with 2244 Traffic - AM Peak Period

Merge with Northbound Traffic and enter express lanes right before 2244 - PM Peak Period



Direct Connection Over Lady Bird Lake Design - Dropped right at Cesar Chavez with no merge AM & PM periods



2015 Bluetooth data provided by CDM Smith Questionable

A public information request shows

- "big difference" in the absolute peak travel time only occurs for 15 minutes and the overall travel time for a two to two and half hour period.(*attached: "1Data_Confirmation_Request_Mopac_South_Congested_Speeds 2"*)
- States N. MoPac construction impacted the Bluetooth reader between 2244 and Cesar Chavez — this is part of the area where CTRMA is trying to justify elevated lanes. (*attached: "1Data_Confirmation_Request_Mopac_South_Congested_Speeds 2"*)

From: [redacted]
Sent: [redacted]
To: [redacted]
Cc: [redacted]
Subject: [redacted]

[redacted]

[redacted]

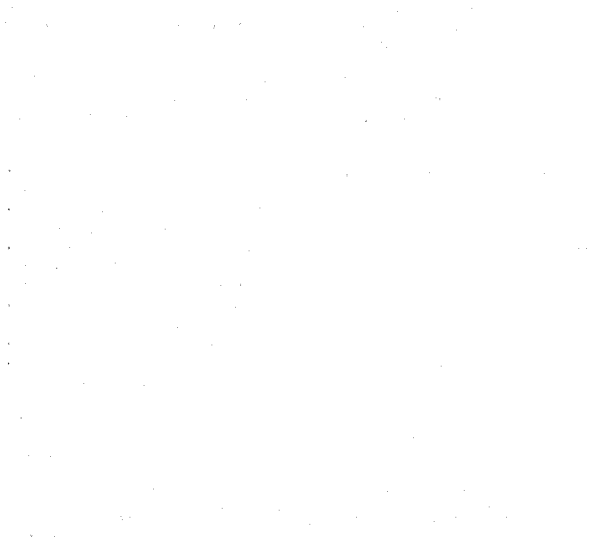
[redacted]

February 26, 2015 Open House

CONCLUSIONS

HOV LANES and **TRANSIT ONLY LANES** are not recommended because of the following reasons:

- Exclude Single Occupancy Vehicle trips (over 70% of peak period commuters) from the opportunity for reliable travel times
- Result in longer delays for vehicles using the general purpose lanes as compared to the Express Lanes Alternative
- Lead to underutilized capacity, even during peak periods
- Cannot deliver relief in a timely manner (without major change to regional funding)



October 21. 2015 Open House

EXPRESS LANES

EXPRESS LANES ALTERNATIVE is recommended for the following reasons:

- Offers reliable travel times for single occupancy vehicles, high occupancy vehicles, vanpools, buses and emergency vehicles
- Provides the shortest peak period travel time for all vehicles including those using the general purpose lanes
- Configurations with two Express Lanes in each direction and a downtown direct connection reduce annual delay by over 3.5 million vehicle hours of travel - twice that of the HOV Lane Alternative and 15 times more than the Transit Only Lane Alternative. Configurations with one Express Lane in each direction or no downtown direct connection reduce annual delay by over 2.5 million vehicle hours of travel - 50% more than the HOV Lane Alternative and 10 times as much as the Transit Only Lane Alternative
- Avoids unnecessary impacts to the natural and human environment, and avoids and minimizes impacts to water quality
- Delivers relief in a timely manner
- Increases opportunities for transit and ridesharing and includes new bicycle and pedestrian facilities

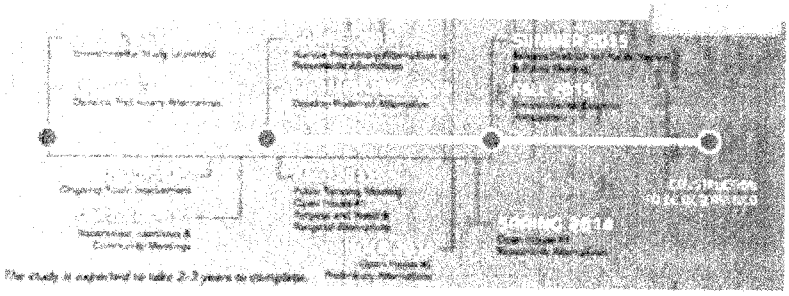
CTRMA MoPac South Goals and Objectives

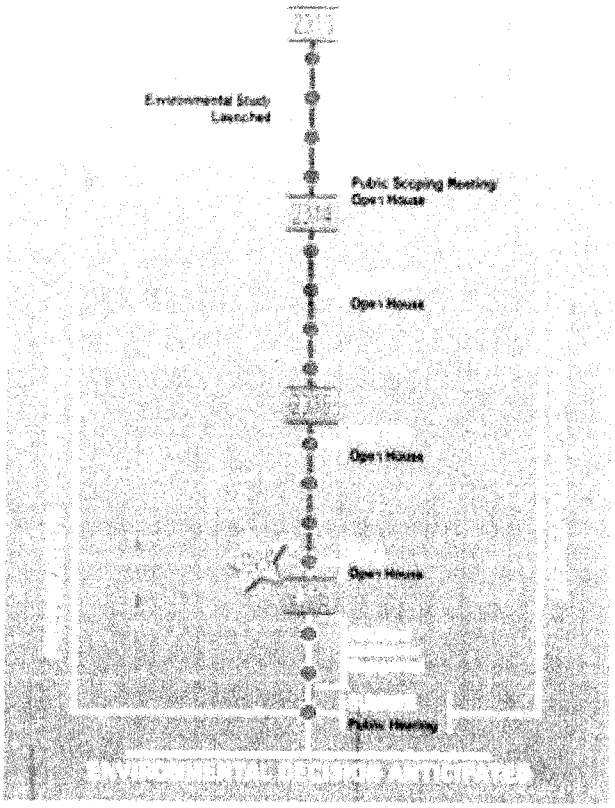
PROJECT GOALS AND OBJECTIVES

- Provide consistency with local and regional plans
- Reduce congestion delay and provide travel time savings for all roadway users
- Be constructible without unnecessary impacts to the natural and human environment
- Avoid and minimize impacts to water quality
- Deliver relief in a timely manner
- Facilitate congestion management
  - Increase opportunities for transit and ridesharing
  - Increase opportunities for pedestrians and bicyclists

MoPac South

Timeline: Where are we really at in the process?





Below are the charts I got from the CTRMA website to make many of the traffic travel time comparisons in my email. All of this information is still available on www.mopacsouth.com

FEBRUARY 25, 2015, OPEN HOUSE (2013 data) The data sources cited were: CDM-Smith 2014 INXR speed data, CAMPO 2035 Travel Demand Model, observed congested speeds in October 2013 and Bluetooth data.

TRAVEL TIME (IN MINUTES)

between Cesar Chavez and Slaughter

	2013	2035 (NO BUILD)	ADDITIONAL TRAVEL TIME
Morning peak period northbound (7-9 a.m.)	15	47	+32
Evening peak period southbound (4-6:30 p.m.)	12	45	+33

Source: CDM Smith 2014 using INRIX speed data, CAMPO 2035 Travel Demand Model, observed congested speeds in October 2013, and Feet/Fourth data

OCTOBER 21, 2015 OPEN HOUSE (2015 Data) The data source cited is CDM Smith 2015 - Using Blue Tooth Data

TRAVEL TIME (IN MINUTES)

between Cesar Chavez Street and Slaughter Lane

	2015	2035 (NO BUILD)	ADDITIONAL TRAVEL TIME
Northbound	23	52	+29
Southbound	16	51	+35

Morning peak period northbound (7-9 a.m.)

Evening peak period southbound (4-6:30 p.m.)

** See source above: CDM Smith 2015 using bluetooth data.

February 25, 2015 Open House - 2 lanes each direction with elevated lanes over Lady Bird Lake (express Lane alternative)
Data Source Cited: CDM Smith, Sept 2014, Using CAMPO 2035 Travel Demand Model

2035 Peak Period Travel Time and Congestion Delay (minutes)

Peak direction of travel	No Build	Reasonable Alternatives: HOV Lanes Alternative		Transit Only Lanes Alternative		Express Lanes Alternative	
		HOV	General Purpose	Transit Only	General Purpose	Express	General Purpose
Free flow	7	7	7	7	7	7	7
Northbound – AM Morning (7-9 a.m.)	47	7	42	7	40-47	8	37
Southbound – PM Evening (4-6:30 p.m.)	45	7	37	7	37-45	8	28

Source: CDM Smith 2014 using INRIX speed data, CAMPO 2035 Travel Demand Model, observed congested speeds in October 2013, and Feet/Fourth data

Note: Travel times reflect travel between Cesar Chavez and Slaughter Lane intersections

OCTOBER 21, 2015 OPEN HOUSE - 2 lanes each direction with elevated lanes over Lady Bird Lake (express lane alternative)

Data Source Cited: None (however the 2015 N & S peak period data & 2035 No build data match the chart above where the data source cited is CDM Smith 2015 - Using Blue Tooth Data)

intersection)

2035 Travel Time

TRAVEL TIMES (peak period in minutes)

Between Cesar Chavez Street and Slaughter Lane

	A.M. (Northbound)	P.M. (Southbound)
Today	23	15
2035 No Build	52	61
2035 General Purpose Lanes	32	29
2035 Express Lanes	9	9

Estimated Additional Right of Way

Other Questionable Traffic Data

October 21, 2015 Database of Forecasted Travel Times for 2-toll Lane Each Direction Options (except COA design) (*Attached: "ConfigurationFactSheets_October2015"*)

Forecasted Travel Times for each option.

Option	Cost	# of Lanes	Free Today AM	Free Today PM	Free 2035 AM	Toll 2035 AM	Toll 2035 PM
1+2 lanes each direction & Double Decker	$3bil M	3	23	15	32	24	9
2+2 lanes each direction NO Double Deck	$2.3 M	4	23	15	32	24	9
3+2 lanes each Direction & Mainbone Double Decker	$3bil M	5	23	15	32	24	9

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Blair Hunter [redacted]
Sent: Wednesday, November 18, 2015 3:59 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Blair Hunter
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Saturday, November 07, 2015 9:40:16 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Darrell Hutchinson
[redacted]
11/07/2015

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Wednesday, November 11, 2015 2:39 PM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#391]

Name * Darrell Hutchinson

Email * [redacted]

Address [redacted]

Message *

I attended your South Mopac open house yesterday. Thank you for the opportunity to comment.

I do not like toll roads. I disagree with all the options presented. We should address traffic issues by encouraging workers and employers to change their driving behaviors, and seek alternative solutions that do not include expensive toll lanes.

I learned that the express lane will not include a provision to allow passenger cars with 2 or more occupants to ride for free. The HOV provision allows for only van pools and public buses to ride for free, thus failing to reward commuters willing to car pool and reducing the number of cars on the road.

When I asked why don't we dispatch with toll lanes altogether and just increase the number of general lanes, I was told that my thinking was very '20th century' and that nowadays the concept of guaranteeing a faster ride was preeminent. This, of course, rewards wealthier commuters at the expense of the general public.

I learned that although no Golden-cheeked Warblers were detected within 300 ft of the proposed highway expansion, endangered warblers were detected 500 ft. away. To claim that no endangered species will be impacted by construction is disingenuous at best.

No where in the display room nor in the public input summary do you address the crucial issue of assessing the combined environmental impacts of construction on South Mopac, North Mopac, and SH 45 together. I learned that's it's CTRMA's intent to assess and present the impacts of these clearly connected construction projects separately.

NEPA is intended to protect citizens' health and safety. By parsing the project into sections as 'independent utility', the CTRMA is contravening the spirit if not the letter of the law. I urge you to follow our highest National standards for highway construction and conduct an environmental study that evaluates the combined impacts of highway construction along the entire south and west Austin corridor.

Respectfully,

Darrell Hutchinson

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: LAUREN ICE

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

TXDOT & CTRMA should look (honestly) at the impacts of all Mopac projects and 45SW, and connecting this highway loop to I-35. We know now from your own bond prospectus, that the plan is to connect to I-35 by 2025. All of these projects are connected physically, in time, and run over the sensitive Edwards Aquifer recharge and contributing zones. Therefore, you should insist on a full EIS on all of these projects. If you do, I'm confident you'll find this will not relieve congestion. I-35 should be the priority. Instead of building SH 45SW, you should use the money free to pay off tolls on SH 130 and encourage folks looking to bypass the downtown to take 130.

TXDOT should look at forward-thinking solutions to relieve congestion. Toll roads are not the answer. The RMA should be dissolved. All major cities deal with traffic congestion problems. Rather than spending money on more roads that destroy greenspace, our scenic & aesthetic quality, bring noise and light pollution, and cuddle host of other problems, TxDOT should focus on moving PEOPLE NOT VEHICLES. Mass transportation, coupled with park-and-rides, is the answer to solving transportation problems in metropolitan areas. Please be a leader and stop this outdated archaic policy of building more roads. And STOP TOLL ROADS!

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Daniel Inda [redacted]
Sent: Thursday, November 19, 2015 2:24 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Daniel Inda
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 7:31:50 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Mary Judith Infante
[redacted]
11/19/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 2:40:37 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Colin Ingarfield
[redacted]
11/18/2015

From: Austin Chamber of Commerce on behalf of Jim Innes
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 2:33:39 PM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Jim Innes
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 1:30:14 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Charles Irwin
[redacted]
11/19/2015

From: Austin Chamber of Commerce on behalf of Rashed Islam
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 1:03:30 PM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Rashed Islam

Court Reporter Comment:

MR. JEFF JACK:

Okay. First thing I want to talk about is process. It's hard to compare these scenarios. It would have been much better if we had a tabulation so that you could look at the three different scenarios, segment by segment, and see the pluses and minuses, the differences within each segment for all three together in one place instead of wandering around the room and trying to simulate all that information.

It would be also interesting to know how much this presentation costs. It seems to be very extravagant. There is no data easily accessible on the actual cost of these alternatives that I can find that is easily out there. In other words, when we look at the alternatives, we don't have a very quick read on howmuch it's going to cost us and how it's going to be funded.There seems to be no discussion on the unintended consequences or the externalized ramifications of these. In other words, what happens on Cesar Chavez? What happens on Barton Springs Road through Zilker Park? What happens on South Lamar? All of these things are very important as a consequence of these improvements, but they're not really discussed. With regard to the three options, I think that we have to be very careful not to use this opportunity to create more traffic jams in downtown, that the idea of densifying downtown and this being a facilitator to do that goes against our comprehensive plan. I think that we should look at other ways that we can spend this money. I personally believe that with the new funding that the state has made available, we ought to be looking at removing the bonding indebtedness for SH-130 and reverting it back to a true bypass and run a scenario where that is counted into the traffic counts so that we see, if we do that, how much better the congestion would be and the rest of the city if we got all of those cars and trucks off of SH -- I-35. I think there's some big environmental issues that have not been resolved, particularly the ripple effect of adding more capacity to increasing urban sprawl in south Travis County and northern Hays County and Caldwell County. I don't think that's been really figured in that we're actually asking people of Austin to suffer through greater traffic congestion in almost all the scenarios to facilitate people coming from way south to get into or bypass or go through Austin. I don't think that's what we should be doing.

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: JEFF JACK

Address: [redacted]

Email [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

1. Negative impact on Austin High by all 6 options
   - A. Reduced Green Space for Students - more noise & pollution
   - B. impact tennis courts by over pass.
   - C. Closer roadways to School Buildings
   - D. Traffic problems for students getting to class.
   - E. increased delay time for Students leaving school.

2. Negative impact on Environment
   - A. Future connection to IH-35 making MoPac IH-35 WEST.
   - B. More Traffic on MoPac = more congestion = more pollution
   - C. Duplicate problem w/ IH-35 seperating our Community.
   - D. Future connection to SH45SW To South IH-35 = more diverted Traffic from IH-35

3. Negative financial implications for tax payers.
   - A. High Tolls required to pay for improvements
   - B. High cost with potential huge over-runs
   - C. Sewer Hays County at the cost to Austin's Quality of life.
   - D. Hidden agenda to connect to IH-35 to sell Bonds

4. Negative impact to Zilker Park.
   - A. Takes parkland
   - B. Noise and air pollution (more) in our park.

None of the options are acceptable - work harder & finding a

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 SOUTH
November 14, 2015 at 8:54 PM
[redacted]

Name: dee jackson

Email Address: [redacted]

Subject: MOPAC/LOOP 1 SOUTH

Message: Dear CTRMA Staff and Board Members, I appreciate the detailed work of your staff and board as well as the efforts of those affected by these proposed changes. And I am glad for the opportunity as a neighbor to have input into the MoPac plan after being given information through CTRMA to study and consider.

To be clear, I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will add more noise and light pollution (than not building up) to Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake and Austin High school. The land over the Edwards Aquifer recharge zone including surrounding City of Austin and Rollingwood neighborhoods will surely be impacted by this extent of road construction. I request CTRMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review before a final plan is adopted.

In addition I urge CTRMA to reexamine alternatives to converting MoPac South into a toll road. HOV and transit only lanes should be compared with the toll and general purpose lane options proposed to give the public an understanding of why toll lanes are being considered as the only option.
The major changes approved by voters for regional non-tolled road funding in the recent election may provide the alternative necessary to keep from having to convert MoPac South into a toll road. Along with a no-build scenario, other options such as expanding telecommuting, ride sharing, and rail should be considered.

If toll lanes must be built as a last resort, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.
The 2-lane each direction without elevated lanes option will be more likely to be delivered in a timely manner because it requires no right of way be taken from Zilker Park, Lady Bird Lake or Lamar Beach Park. There will also be more support from neighboring cities and residents if elevated structures are not included in the plan.

Please ensure the plan that is ultimately chosen supports our public parkland use, green spaces and community values.
Sincerely, Dee Jackson

(Sent via

Charles R. Winfield

From: [redacted]
Sent: Saturday, November 14, 2015 9:24 PM
To: [redacted]tomlinson@HNTB.com; [redacted]al.alonzi@dot.gov; [redacted]delia.garza@austintexas.gov; ora.houston@austintexas.gov; pio.renteria@austintexas.gov; greg.cesar@austintexas.gov; ann.kitchen@austintexas.gov; don.zimmerman@austintexas.gov; leslie.pool@austintexas.gov; ellen.troxclair@austintexas.gov; kathie.tovo@austintexas.gov; sheri.gallo@austintexas.gov; greg.malatek@txdot.go; mayorfarrell@cityofrollingwood.com; Brigid.Shea@traviscountytx.gov; Barbara.Rush@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; administrator@cityofrollingwood.com; sbeal@mobilityauthority.com; spusteinyk@molilityauthority.com; mespinoza@mobilityauthority.com; mheiligenstein@mobilityauthority.com
Cc: [redacted]
Subject: Comments on the MoPac South plans proposed by CTRMA

Dear CTRMA Staff and Board Members, I appreciate the detailed work of your staff and board as well as the efforts of those affected by these proposed changes. And I am glad for the opportunity as a neighbor to have input into the MoPac plan after being given information through CTRMA to study and consider

To be clear, I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will add more noise and light pollution (than not building up) to Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake and Austin High school. The land over the Edwards Aquifer recharge zone including surrounding City of Austin and Rollingwood neighborhoods will surely be impacted by this extent of road construction. I request CTRMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review before a final plan is adopted.

In addition I urge CTRMA to reexamine alternatives to converting MoPac South into a toll road. HOV and transit only lanes should be compared with the toll and general purpose lane options proposed to give the public an understanding of why toll lanes are being considered as the only option.
The major changes approved by voters for regional non-tolled road funding in the recent election may provide the alternative necessary to keep from having to convert MoPac South into a toll road. Along with a no-build scenario, other options such as expanding telecommuting, ride sharing, and rail should be considered.

If toll lanes must be built as a last resort, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.
The 2-lane each direction without elevated lanes option will be more likely to be delivered in a timely manner because it requires no right of way be taken from Zilker Park, Lady Bird Lake or Lamar Beach Park. There will also be more support from neighboring cities and residents if elevated structures are not included in the plan.

Please ensure the plan that is ultimately chosen supports our public parkland use, green spaces and community values.
Sincerely,
Dee Jackson
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 4:20:18 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Lisa Jacobs
[redacted]
11/18/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 12:00:23 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Joan James
[redacted]
11/19/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 8:25:24 PM

Dear TxDOT and CTRMA officials:

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Robert James
[redacted]
11/19/2015

From: Austin Chamber of Commerce on behalf of Patricia Jang
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Saturday, November 07, 2015 9:05:09 AM

Nov 7, 2015

Ms. Abby Tomlinson
Austin, TX

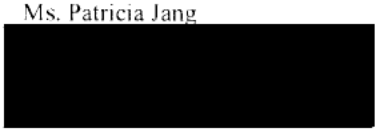
Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Patricia Jang



COMMENTS ON VIRTUAL OPEN HOUSE

Stephanie	Jarnigan	11/2/15	Dear CTRMA Staff and Board Members, Please do not add a double-decker over Lady Bird Lake or Double Decker Wishbone bridges over MoPac. I support the addition of 2 Toll lanes each direction without elevated lanes: The 2-lane each direction without elevated lanes option meets all of the MoPac South project "goals and objectives" set by CTRMA The 2-lanes each direction without elevated lanes provides consistency with local plans for park land use and with the 2040 Long Range Plan. The 2-lane each direction without elevated lanes option has the lowest impact to the parks and neighborhoods while still significantly improving travel times and capacity on our roadway. The 2-lane each direction without elevated lanes option provides reduced congestion and travel time savings for all roadway users in 2035 and is only slightly slower than the option with a Double decker over Lady Bird Lake. The 2-lane each direction without elevated lanes option provides reduced congestion and travel time savings for all roadway users in 2035 and is only slightly slower than the option with 40-50 feet elevated Wishbone bridges over MoPac. The 2-lane each direction without elevated lanes option cost is $30 Million less than the Wishbone concept and $40 million less lane the Double Decker Decker concept. The 2-lane each direction without elevated lanes option minimizes impact to our water quality and lowers the impact on the natural and human environment by not building elevated structures near neighborhoods or Lady Bird Lake. The 2-lane each direction without elevated lanes option will be more likely to be delivered in a timely manner because it requires no right of way be taken from Zilker Park, Lady Bird Lake or Lamar Beach Park. I also support the addition of the sidewalk on the west side of MoPac from Lady Bird Lake to Barton Creek Mall. Instead of an 8' sidewalk I would like an 11' multi-use path to accommodate bikes and pedestrians and connect and seamlessly with Phase III of the MoPac bicycle and Pedestrian project. Please make sure to fully consider the social, economic, and environmental consequences. Please ensure the plans you choose support our public park land use, green spaces and community values!

Squarespace [redacted]
Form Submission - New Form - Mopac/Loop 1 South
November 13, 2015 at 8:14 AM
[redacted]

Name: Stephanie Jarnigan

Email Address: [redacted]

Subject: Mopac/Loop 1 South

Message: Dear CTRMA Staff and Board Members,

I would like to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial. The safety of the Austin High area is of almost as much importance as preserving what makes Austin a desirable place to live. Once we mar that area, there are no takebacks

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose support our public parkland use, green spaces and the safety of our children and families

Sincerely,
Stephanie Jarnigan

(Sent via

Charles R. Winfield

From: Stephanie Jarnigan <shjarnigan@gmail.com>
Sent: Friday, November 13, 2015 8:14 AM
To: [redacted]atomlinson@HNTB.com[redacted] al.alonzi@dot.gov; [redacted]steve.adler@austintexas.gov; delia.garza@austintexas.gov; ora.houston@austintexas.gov; pio.renteria@austintexas.gov; greg.cesar@austintexas.gov; ann.kitchen@austintexas.gov; don.zimmerman@austintexas.gov; leslie.pool@austintexas.gov; ellen.troxclair@austintexas.gov; kathie.tovo@austintexas.gov; sheri.gallo@austintexas.gov; greg.malatek@txdot.go; mayorfarrell@cityofrollingwood.com; Brigid.Shea@traviscountytx.gov; Barbara.Rush@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; administrator@cityofrollingwood.com; sbeal@mobilityauthority.com; spusteinyk@molilityauthority.com; mespinoza@mobilityauthority.com; mheiligenstein@mobilityauthority.com
Subject: MoPac/Loop 1 South - NO TO DOULBE DECKER OR WISHBONE BRIDGES

Dear Elected Officials, CTRMA & TxDOT,

I would like to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial. The safety of the Austin High area is of almost as much importance as preserving what makes Austin a desirable place to live. Once we mar that area, there are no takebacks.

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose support our public parkland use, green spaces and the safety of our children and families.

Sincerely,
Stephanie Jarnigan

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 3:05:37 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
DANIEL JASINSKI
[redacted]
11/18/2015

prasidh [redacted]
MOPAC/LOOP 1 SOUTH
November 16, 2015 at 10:20 PM
[redacted]

TO ALL PUBLIC OFFICIALS WITH RESPONSIBILITY FOR THE MOPAC/LOOP 1 SOUTH ROADWAY PROJECT

Dear Public official,

This is a copy of a letter that I have sent to the CTRMA Staff and Board Members. In your ability to make decisions on behalf of the citizens of Austin, the message applies to each of you. I am taking the liberty of copying the letter for your consideration.

Please consider this as a personal note to each of you and a earnest plea for you to think long and hard of the effect of your decision on the Austin that our (yours included) children and grandchildren will inherit in the future. The MOPAC / LOOP 1 SOUTH roadway can make or break the image of Austin that we all cherish. Please choose the option with the least negative impact to our environment and that means : NO ELEVATED BRIDGES ON LADY BIRD LAKE AND NO WISHBONE BRIDGES OVER MOPAC AT BEE CAVE ROAD. See details below.

Thank you for your consideration.

Sincerely,

-Shanthi Jayakumar.

Rollingwood

[redacted]

Dear CTRMA Staff and Board Members,

The future is in your hands. Your decision on the MOPAC / LOOP 1 South roadway improvement will survive long after you have left your posts with the CTRMA. You have a unique opportunity to preserve and protect the very heart and soul of Austin namely Zilker park, Lady Bird Lake and the green space around for our collective enjoyment now and to guarantee the same for our future generations. Allowing the construction of elevated bridges over the river and looped bridges over MOPAC will permanently defile what is currently a serene vista of our cityscape.

Having served two terms as an alderman on the council of the City of Rollingwood, I can appreciate and relate to the predicament that you are in today. Making decisions that will impact the daily lives of a lot of people and potentially cause irreversible change to the look and feel of Austin is not an easy task and you will probably always wonder if you made the right decision. The advice given to me and I want to share with you is, "when in doubt, listen to your constituents". Public service is just that: doing what is in the best interest of and for the collective good of your community. Austin's most cherished views will be forever obliterated if you choose

to build the proposed elevated bridges over Lady Bird Lake.

For the collective good of our community, I urge you: DO NOT BUILD THE DOUBLE DECKER ELEVATED BRIDGES OVER LADY BIRD LAKE or THE TWO WISH BONE BRIDGES OVER MOPAC AT BEE CAVE ROAD.

As a compromise, the 2 LANES EACH DIRECTION WITHOUT ELEVATED LANES OPTION MEETS ALL OF THE MOPAC SOUTH PROJECT "GOALS AND OBJECTIVES" SET BY CTRMA AND THIS OPTION IS CONSISTENT WITH THE CAMPO 2040 LONG RANGE PLAN. ".This compromise would be a fiscally responsible option with lower cost compared to the double decker plan with travel times in 2035 within 3-5 minutes of the double decker option.

Thank you for this opportunity to address you and to submit for your consideration, what I believe is the right decision for the maximum benefit to your Austin community for generations to come. Nature gives us ONLY ONE CHANCE to preserve and protect our green spaces and when that is gone, there is no going back to the way it used to be! Your grandkids and great grandkids will thank you for preserving this natural oasis in the heart of Austin.

Sincerely,

Shanthi Jayakumar

Rollingwood

[redacted]

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Ellen Jefferson

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

0 Please do more research to find an alternative to more lanes, a toll, and merging I-35 & Mopac.

Austin needs to retain its spirit and being sandwiched by super highways will make it more like Los Angeles than Austin.

I am deeply concerned that this will negatively impact Laman Beach and downtown access.

Fix I-H 35 first rather than just moving the problem

Work closely with the city to be sure city needs are met.

From: Austin Chamber of Commerce on behalf of Cacki Jewart
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Sunday, November 08, 2015 4:38:00 PM

Nov 8, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Cacki Jewart

From: Austin Chamber of Commerce on behalf of Helen Jobes
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Sunday, November 08, 2015 4:08:07 PM

Nov 8, 2015

Ms. Abby Tomlinson
Austin, TX

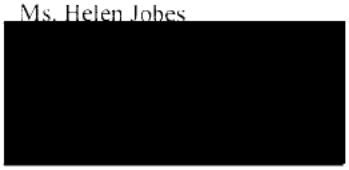
Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Helen Jobes



MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): Guy Johnson

ADDRESS: Circle C 78739

COMMENTS:

I like the loop from WB Cesar Chavez to SB Mopac @ Lake Austin Blvd!

Please do that!

Bike from Circle C to Downtown —

Great goal

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

☐ I am employed by TxDOT

☐ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

Squarespace [redacted]
Form Submission - New Form - Mopac/Loop 1 South
November 19, 2015 at 9:34 AM
[redacted]

Name: Victoria Johnson

Email Address: LVPJ@aol.com

Subject: Mopac/Loop 1 South

Message: Dear CTRMA Staff and Board Members,
I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose support our public parkland use, green spaces and community values.

Sincerely,
Victoria Johnson

(Sent via

From: Victoria
To: [redacted] atomlinson@HNTB.com; [redacted] al.alonzi@dot.gov; [redacted] steve.adler@austintexas.gov; delia.garza@austintexas.gov; ora.houston@austintexas.gov; pio.renteria@austintexas.gov; greg.cesar@austintexas.gov; ann.kitchen@austintexas.gov; don.zimmerman@austintexas.gov; leslie.pool@austintexas.gov; ellen.troxclair@austintexas.gov; kathie.tovo@austintexas.gov; sheri.gallo@austintexas.gov; greg.malatek@txdot.go; mayorfarrell@cityofrollingwood.com; Brigid.Shea@traviscountytx.gov; Barbara.Rush@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; administrator@cityofrollingwood.com; sbeal@mobilityauthority.com; spusteinyk@molilityauthority.com; mespinoza@mobilityauthority.com; mheiligenstein@mobilityauthority.com
Subject: MOPAC/LOOP 1 SOUTH
Date: Thursday, November 19, 2015 9:37:11 AM

I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose support our public parkland use, green spaces and community values.

Sincerely,

Victoria Johnson

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 6:46:03 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Peggy Johnston
[redacted]
11/20/2015

From: Austin Chamber of Commerce on behalf of Bryan Jones
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Monday, November 09, 2015 8:09:57 AM

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Bryan Jones
[redacted]

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): Dave Jones

ADDRESS: [redacted]

COMMENTS: I pefer the mustard color option that has 2 lanes of toll but only one downtown without the DC. (elevated ramps) The city option is not very good at all.

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

☐ I am employed by TxDOT

☒ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

2(e

[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 10:35:15 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Donna Jones
[redacted]
11/21/2015

[redacted] **Squarespace** [redacted]
Form Submission - New Form - MOPAC/LOOP 1 SOUTH
November 19, 2015 at 8:52 PM
[redacted]

Name: Hunter Jones

Email Address: [redacted]

Subject: MOPAC/LOOP 1 SOUTH

Message: To whom it may concern,

Our family has lived in Rollingwood for 10 years and we are deeply concerned with the expansion project of Mopac. We ask that you please consider the environmental impact. Pollution, noise, water are all a huge factor. We ask that you PLEASE do not support ANY elevated structure on Mopac or a double decker over Lady Bird Lake. Please consider not just the neighborhood impact but city at large.

Sincerely,

Hunter Jones

(Sent via [redacted]

From: Hunter Jones
To: [redacted] atomlinson@HNTB.com; [redacted] al.alonzi@dot.gov; [redacted] steve.adler@austintexas.gov; delia.garza@austintexas.gov; ora.houston@austintexas.gov; pio.renteria@austintexas.gov; greg.cesar@austintexas.gov; ann.kitchen@austintexas.gov; don.zimmerman@austintexas.gov; leslie.pool@austintexas.gov; ellen.troxclair@austintexas.gov; kathie.tovo@austintexas.gov; sheri.gallo@austintexas.gov; greg.malatek@txdot.go; mayorfarrell@cityofrollingwood.com; Brigid.Shea@traviscountytx.gov; Barbara.Rush@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; administrator@cityofrollingwood.com; sbeal@mobilityauthority.com; spusteinyk@molilityauthority.com; mespinoza@mobilityauthority.com; mheiligenstein@mobilityauthority.com
Subject: Mopac/Loop 1 South
Date: Friday, November 20, 2015 7:40:33 AM

To whom it may concern,

Our family has lived in Rollingwood for 10 years and we are deeply concerned with the expansion project of Mopac. We ask that you please consider the environmental impact. Pollution, noise, water are all a huge factor. We ask that you PLEASE do not support ANY elevated structure on Mopac or a double decker over Lady Bird Lake. Please consider not just the neighborhood impact but city at large.

Sincerely,

Hunter Jones

COMMENTS ON VIRTUAL OPEN HOUSE

Jennifer	Jones	11/4/15	I would like to see another north-south roadway built that can take pressure off of mopac altogether. ONE extra lane going either way is a band aid that will not help enough right now and will not carry us into the next decade even. The disruption to mopac during the process will not be tolerable for a period of time long enough to complete this project. The disruption to Mopac for the north portion of this project is unbearable now that much needed lanes are being closed. The area around Zilker park and the greenbelt needs to be left alone, not destroyed by the construction crews. Any new roads (no matter what the configuration) should not be tolled. Tolling is not a viable solution. Any new road that is built needs to be paid in some other way than tolls to solve the traffic problem as fully as possible. We have already seen that people are not willing to use tolled roads as readily as free (130). Charging desperate people a toll is also just cruel, especially when many people need this road to get to work. Jennifer Jones

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Jennifer Jones

Address: [redacted]

[redacted] Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

Mopac South should not be enlarged, especially by Tolled Lanes. These enlargements will impact the most sensitive parts of Austin - Zilker Park + the Greenbelt.

The enlargements to North Mopac have disrupted traffic, removed beautiful green areas between lanes and will do very little to address traffic. The express lanes Tolls will just take advantage of people desperate to be out of traffic.

Green spaces are needed for rain water reclamation + beauty. However, many studies have ~~should~~ shown the benefit of green spaces for mental health. The trees along the South Mopac route are integral to Austin for these reasons.

TxDOT needs to use its funds to make 290 the I35 alternate, + remove the tolls there.

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 4:06:20 PM

I do not think attaching anything else to Mopac is viable. It is completely over used now, which suddenly all began when they attached Mopac to the 45 toll way on the north end. That suddenly connected all of Leander, Round rock, Cedar Park and North 620 to Mopac which over night became a parking lot. What a disaster. Now they are "improving" Mopac after the fact (no foresight what so ever) by turning our safety shoulders into lanes and narrowing the lanes while taking one of the lanes of a tax funded road and turning it into a toll lane. If anything is more is attached, people will move into new housing adjacent to a new Mopac feeder thinking they can commute via mopac and it gets worse. To do what is needed now Mopac needs 6 to 7 lanes, picture Southern CA's 405

Either Austin controls growth or we have to finish destroying what is left of Austin's fabled quality of life and start condemning a lot of properties so we can begin paving everything to make new freeways , welcome to LA 2.0 and thank you to the city council who's is apparently only concerned with the Real Estate board's welfare.

I am not happy as I can not see a day very soon when I will see Austin, my birth city, in the rear view for the last time as I again go in search of a place to live.

Sincerely,
Kelley Jones
[redacted]
11/19/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, October 23, 2015 2:40:31 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Kendall Jones
[redacted]
10/23/2015

From: Austin Chamber of Commerce on behalf of Pat Jones
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 10:34:51 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute. Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Pat Jones

From: **Squarespace** [redacted]
Subject: Form Submission - New Form - MOPAC/ LOOP 1 SOUTH
Date: November 19, 2015 at 8:50 PM
To: [redacted]

Name: Teresa Jones

Email Address: [redacted]

Subject: MOPAC/ LOOP 1 SOUTH

Message: Dear Staff and Board Members,

I am a resident in Rollingwood and we ask that you PLEASE consider , no elevated lanes of any kind on Mopac. Our city all benefits from Lady Bird Lake and we ask that you look at the environmental impact please that affects not only our neighborhood but our entire city.

Sincerely,
Teresa Jones

(Sent via

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Paul Joseph [redacted]
Sent: Friday, November 20, 2015 3:46 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 20, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Paul Joseph
[redacted]

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 12:00:42 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Lucy Joyce
[redacted]
11/20/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 7:36:31 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour. Austin should not resemble a medieval city that charges to enter its gates.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35. The original toll road revenue should have been collected by the state not foreign investors. Don't make that mistake worse.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Eunice Jozwiak
[redacted]
11/19/2015

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): J. Juarez

ADDRESS: [redacted]

COMMENTS:

I strongly support the idea of keeping MoPac as a local thoroughfare and not even connecting it to IH-35. MoPac was designed for use by local commuters from its inception. If construction of a toll road is moved forward it should only consist of two (2) toll lanes, One in each direction. Additionally, no elevated lanes should be built. All new construction should be at grade / ground level.

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

☐ I am employed by TxDOT

☐ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

[redacted]

From: administrator@keepmopaclocal.org
To: nmeade@ctrma.org
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 7:50:08 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Mele Juillerat
[redacted]
11/20/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Emily Jung [redacted]
Sent: Wednesday, November 18, 2015 7:00 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Miss Emily Jung
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Lily Jung [redacted]
Sent: Wednesday, November 18, 2015 8:52 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Lily Jung
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Sally Jung [redacted]
Sent: Wednesday, November 18, 2015 7:30 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Miss Sally Jung
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 05, 2015 4:50:16 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Jan Justice
[redacted]
11/05/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Elizabeth Kalbacher

Address: [redacted]

Email [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

Do not make Mopac the by-pass for I-35. Present the community with options other than ① large toll roads or ② doing nothing. Instead consider the ideas presented by KeepMopacLocal.org including ① adding HOV lanes ② protect + keep Austin tight safe ③ study and tell us about the entire project at ONE time not just in pieces and ④ look to SH130 to do what it was intended to do - alleviate I35 ~~congestion~~ congestion.

Elizabeth Kalbacher

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705

NAME (PLEASE PRINT): DICK KALLERMAN

ADDRESS: [redacted]

COMMENTS:

AN OPTION IS MISSING: THE "NO TOLL" OPTION

NEPA'S CUMULATIVE IMPACT REQUIREMENT (USC 7) HAS BEEN IGNORED

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

☐ I am employed by TxDOT

☐ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: DICK KALLERMAN

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

The public cannot properly evaluate the TxDOT/CTRMA proposal for improving South MoPac. We are being presented with just a small part of the picture. (1) There are more than six options — where are the rest?

(2) The project planners (readers) seem to stop from Oltorf Street to I-35 and only a portion is being presented.

Fill in the picture and come back again.

Bruck, Tricia

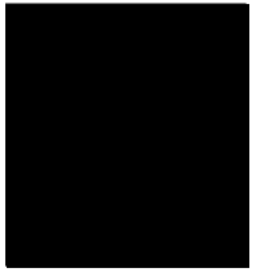
From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Wednesday, November 04, 2015 10:13 AM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#375]

Name *

Scott Kampschaefer

Email *

Address



Message *

I think we need an express bus running from Slaughter up to North Mopac to go with this since there will be an express lane running all along the Mopac corridor. Why not use this to have a new bus route instead of having a toll lane for people who have to drive most of this route each day?

From: **Squarespace** [redacted]
Subject: Form Submission - New Form - Mopac/loop 1 south
Date: November 19, 2015 at 6:49 PM
To: [redacted]

Name: Michele Karp

Email Address: [redacted]

Subject: Mopac/loop 1 south

Message: Dear CTRMA Staff and Board Members,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose support our public parkland use, green spaces and community values.

Sincerely,

Michele Karp

(Sent via

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Mary Alice Kaspar [redacted]
Sent: Friday, November 20, 2015 3:47 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 20, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Mary Alice Kaspar
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 10:25:36 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Andrew Katsetos
[redacted]
11/19/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 12:50:19 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
kate kavanagh
[redacted]
11/18/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Bill Keenan [redacted]
Sent: Wednesday, November 18, 2015 2:29 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Bill Keenan
[redacted]

COMMENTS ON VIRTUAL OPEN HOUSE

Russell	Keene	11/19/15	The Mopac South project should go forward. There are several alternatives that are all acceptable to me. Importantly, congestion must be mitigated at the river coming from the south. More flyovers at Lake Austin Boulevard and Austin HIgh School make sense. The widening of Lake Austin Blvd into and out downtown should be considered by the City of Austin as well. Increased ingress and egress from downtown via Mopac is essential to reduce congestion and increase mobility, to enhance our lifestyles and commerce. I appreciate the rigor that CTRMA is employing to study to avoid environmental impacts. In my view such impacts are minimal if non existent to wildlife or the ecosystem along the river by the introduction of additional lanes and flyover. Good luck..

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Patti Keeney [redacted]
Sent: Tuesday, November 17, 2015 6:02 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 17, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Patti Keeney
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 7:35:19 AM

Dear TxDOT and CTRMA officials:

THESEPROPOSALS ABSOLUTELY NEED TO BE STUDIED MORE SND IN A COMPREHENSIVE MANNER BEFIRE ANY ACTION IS TAKEN. THE PUBLIC DOES NOT WANT MOPAC TO BE CONNECTED TO I35. IT WILL NOT IMPROVE TRAFFIC ON MOPAC AND WILL ONLY RESULT IN ENVIRONMENTAL DAMAGE TO THEEDWARDS AQUIFER.
LETS AT LEAST WAIT TO SEE WHAT THE NORTH MOPAC"IMPROVEMENTS" DHIW BEFORE MOVING FORWARD WITH ANY PLANS.
THANK YOU,
A LONG TIME AUSTIN RESIDENT ANDCONCERNED CITIZEN

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Nanci Kehoe
[redacted]
11/20/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Eileen	Keller	11/13/15	Please do not build for more cars. Please build for more mass transit. Please build for more alternative mobility. Please evolve beyond a car and driver mentality. Austin deserves to have the best transportation system in the world. Please imagine this. Please do not lock us into the past. Say "NO!" to the idea of building another layer to Mopac.

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Tuesday, November 17, 2015 4:38 PM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#397]

Name * Sandra Keller

Email * [redacted]

Address

Message *

Dear CTRMA Board Members and Staff:

I am strongly opposed to elevated structures, double deckers, or wishbone bridges over Lady Bird Lake and adjacent park land and greenbelt areas. These structures would produce noise pollution, visual obstructions and water quality issues that would hurt the crown jewels of Austin. Zilker Park, Lady Bird lake, Butler Hike and Bike Trail, Austin Nature & Science Center, Austin Botanical Gardens, Zilker Clubhouse and Lamar Beach would all be negatively impacted. The loss of calm open space in the heart of downtown would be acutely felt.

I oppose these elevated structures because of the deleterious effect it would have on Austin High School. There has been no coordination between CTRMA, the City of Austin and AISD regarding the changes such structures would have on the campus. The proposed lanes would infringe on school grounds to create a degraded learning environment and make exiting the driveways, already problematic, outright dangerous for students and faculty.

I oppose these elevated structures because they would bring increased noise and light pollution to neighborhoods on either side of MoPac and both sides of the lake. These changes in quality of life for nearby and downtown residents are so significant that I request CTRMA provide an Environmental Impact Statement (EIS) rather than the less rigorous Environmental Assessment (EA). It is important to have a clear picture of the impact of these changes on the Edwards Aquifer and surrounding lands.

While I am not opposed to toll lanes on MoPac South, I am concerned that CTRMA considers tolled lanes to be THE ANSWER to traffic problems. Please consider a combination of strategies including but not limited to tolls. Re-striping, HOV/Bus lanes, and Park & Ride systems all contribute value for minimal cost. Most importantly, DO NOT CONNECT 45SW to Loop 1.

Please choose the fiscally responsible, environmentally friendly option and pick the plan that requires no elevated segments or wishbone bridges. The 2-lane each direction without downtown direct connection meets all the goals set by CTRMA and the CAMPO 2040 Plan. It is the best option.

Sincerely,

Sandra L. Keller

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Sincerely,

Sandra L. KellerDear CTRMA Board Members and Staff:

I am strongly opposed to elevated structures, double deckers, or wishbone bridges over Lady Bird Lake and adjacent park land and greenbelt areas. These structures would produce noise pollution, visual obstructions and water quality issues that would hurt the crown jewels of Austin. Zilker Park, Lady Bird lake, Butler

Hike and Bike Trail, Austin Nature & Science Center, Austin Botanical Gardens, Zilker Clubhouse and Lamar Beach would all be negatively impacted. The loss of calm open space in the heart of downtown would be acutely felt.

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Sincerely,

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Sincerely,

Sandra L. Keller

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

Sandra L. Keller

Sandra L. Keller [redacted]

Printed Name Address

Additional Comments:

The crown Jewels of Austin, the heart of the city, is Jeopardized by a road design that incorporates elevated lanes or wishbone bridges near the Lake and park greenbelts. Please do not choose such options.

From: Sandy Keller
To: [redacted] atomlinson@HNTB.com; [redacted] al.alonzi@dot.gov; [redacted] steve.adler@austintexas.gov; delia.garza@austintexas.gov; ora.houston@austintexas.gov; pio.renteria@austintexas.gov; greg.cesar@austintexas.gov; ann.kitchen@austintexas.gov; don.zimmerman@austintexas.gov; leslie.pool@austintexas.gov; ellen.troxclair@austintexas.gov; kathie.tovo@austintexas.gov; sheri.gallo@austintexas.gov; greg.malatek@txdot.go; mayorfarrell@cityofrollingwood.com; Brigid.Shea@traviscountytx.gov; Barbara.Rush@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; administrator@cityofrollingwood.com; sbeal@mobilityauthority.com; spusteinyk@mobilityauthority.com; mespinoza@mobilityauthority.com; mheiligenstein@mobilityauthority.com
Subject: MOPAC/LOOP1 SOUTH
Date: Friday, November 20, 2015 2:02:04 PM

Dear CTRMA Board Members and Staff:

I am strongly opposed to any elevated lanes, double deckers, or elevated wishbone bridges over Lady Bird Lake and the adjacent park lands or greenbelt areas leading to the lake and 2244. The crown jewels of Austin will be severely compromised by visual obstructions, noise pollution and water quality issues. Zilker Park, Lady Bird Lake, Butler Hike & Bike Trail, Austin Nature & Science Center, Austin Botanical Gardens, Zilker Clubhouse, and Lamar Beach will all be negatively impacted.

I oppose elevated sections because of the great harm they will have on Austin High School. There is no coordination between CTRMA, the City of Austin and AISD regarding the issues these lanes bring to the campus. The elevated lanes will infringe on school grounds damaging the learning environment and making exiting the driveways, already problematic, outright dangerous for students and faculty.

I oppose elevated lanes because noise and light pollution will affect residential neighborhoods on either side of MoPac and both sides of the lake. Green space will be reduced and quality of life for thousands of citizens will be diminished. The changes on the surrounding land will be so significant it is imperative that CTRMA provide a more rigorous Environmental Impact Statement (EIS) rather than an Environmental Assesment (EA).

I support mobility improvement, and constructing tolled lanes on MoPac south can be a reasonable part of that goal; however, options such as re-striping, HOV/Bus lanes, Park & Ride systems should not be overlooked. Any combination of solutions must consider the environmental, economic, social, and aesthetic consequences of each choice. The goals held by CTRMA and CAMPO can be reached without elevated lanes. Please do not build up.

Sincerely,

Sandra L. Keller
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of eric kelley [redacted]
Sent: Thursday, November 19, 2015 8:53 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. eric kelley
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 1:40:19 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Heather Kelley
[redacted]
11/20/2015

From: Austin Chamber of Commerce on behalf of Heidi Kelley
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 11:03:25 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Heidi Kelley

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Jake Kelley [redacted]
Sent: Tuesday, November 10, 2015 8:56 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 10, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mr. Jake Kelley
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Jesse Kelley [redacted]
Sent: Tuesday, November 17, 2015 3:35 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 17, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mr. Jesse Kelley
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Katie Kelley [redacted]
Sent: Thursday, November 19, 2015 9:23 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mrs. Katie Kelley
[redacted]

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): Karen Kelly

ADDRESS: [redacted]

COMMENTS: Keep Mopac Local

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

❒ I am employed by TxDOT

❒ I do business with TxDOT

❒ I could benefit monetarily from the project or other item about which I am commenting

[redacted]

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Karen Kelly

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

Study All of it before building anything
Follow TxDot Advisory Comm. recommendations -
MAKE SH-130 FREE
Fix I-35 First Dont convert MoPac to a
second I-35
Paint rush hour HOV lanes on Mopac.
Dont Do Anything!

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Maureen Kelly [redacted]
Sent: Wednesday, November 18, 2015 3:00 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Maureen Kelly
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 3:25:17 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Randon Kelly
[redacted]
11/20/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Fred Kennedy [redacted]
Sent: Wednesday, November 11, 2015 5:16 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 11, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Fred Kennedy
[redacted]

From: Austin Chamber of Commerce on behalf of Mike Kennedy
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 11:03:30 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

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Sincerely,

Mr. Mike Kennedy

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Kevin Kern (KerN)

Address: [redacted]

[redacted] Email: _____

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

I AM OPPOSED TO ANY EXPANSION OF MOPAC.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Nicole Kessler [redacted]
Sent: Friday, November 20, 2015 9:45 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 20, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Nicole Kessler
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 12:36:30 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Devkirn Khalsa
[redacted]
11/20/2015

Honorable Thom Farrell, Mayor, & Members of the Rollingwood City Council

RE: Please take action oppose tolled, elevated lane expansion of Mopac and the connection of South Mopac to Interestate 35

Dear Mayor Farrell and Members of Council:

Please take action to oppose both the expansion of Mopac with tolled and elevated lanes and the connection of South Mopac over to Interstate 35 with the proposed SH 45 SW toll road. With limited access at the south end, Mopac currently serves local commuters. If South Mopac is expanded and connected to I-35, it will be converted from serving local commuters into an alternate I-35 serving long-distance, inter-regional car and truck traffic. This would make traffic on Mopac worse, not better for current Mopac commuters, including Rollingwood residents.

Thank you for your consideration.

Signed:

Printed Name: Amy Kiester

Address: [redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Mark Kiester [redacted]
Sent: Wednesday, November 18, 2015 4:23 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Mark Kiester
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Kevin Kimbrough [redacted]
Sent: Tuesday, November 17, 2015 3:32 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 17, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mr. Kevin Kimbrough
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 6:15:20 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. I am not happy with any of the alternatives. More thought needs to go into this project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Carol King
[redacted]
11/20/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 12:45:43 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
David King
[redacted]
11/20/2015

COMMENTS ON VIRTUAL OPEN HOUSE

David	King	11/20/15	Dear CTRMA Staff and Board Members, I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial. If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options. Please ensure the plan you choose support our public parkland use, green spaces and community values. Sincerely, David King Zilker Neighborhood Resident Austin, TX 78704

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: GIRARD KINNEY

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

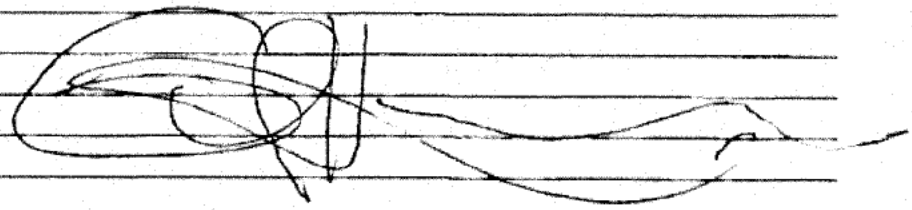
Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

I AM NOT NECESSARILY OPPOSED TO TOLLS. TOLLS ARE, IN MY OPINION, A GOOD WAY FOR AUTOMOBILE USERS TO PAY FOR ROADS.

HOWEVER, I AM OPPOSED TO DOUBLE DECKING ANY OF OUR FREEWAYS.

THE ONLY SOLUTION IS A MASSIVE SWITCH TO TRANSIT (BUSES + RAIL)

I SUPPORT A "NO-BUILD" SOLUTION, UTILIZING MANY PARK-N-RIDE LOCATIONS, AT THE PERIPHERY OF THE CITY & IN THE SPACES BETWEEN NORTH & SOUTH BOUND LANES OF MOPAC



MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): GIRARD KINNEY, AIA

ADDRESS: [redacted]

COMMENTS:

- These solutions all seem to effectively address getting the most vehicle connectivity possible in the MOPAC row.
- My problem with all of them is that we should not be trying to solve the (connectivity) problems focusing primarily on automobiles.
- I personally have no problem w/ toll lanes, dynamic pricing as ways to utilize existing roadways. But the real focus should be much more on park'n'ride & transit.

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

☐ I am employed by TxDOT

☐ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

[redacted]

Honorable Thom Farrell, Mayor, & Members of the Rollingwood City Council

RE: Please take action oppose tolled, elevated lane expansion of Mopac and the connection of South Mopac to Interestate 35

Dear Mayor Farrell and Members of Council:

Please take action to oppose both the expansion of Mopac with tolled and elevated lanes and the connection of South Mopac over to Interstate 35 with the proposed SH 45 SW toll road. With limited access at the south end, Mopac currently serves local commuters. If South Mopac is expanded and connected to I-35, it will be converted from serving local commuters into an alternate I-35 serving long-distance, inter-regional car and truck traffic. This would make traffic on Mopac worse, not better for current Mopac commuters, including Rollingwood residents.

Thank you for your consideration.

Signed: N Kitowski

Printed Name: N KITOWSKI

Address: [redacted]

Honorable Thom Farrell, Mayor, & Members of the Rollingwood City Council

RE: Please take action oppose tolled, elevated lane expansion of Mopac and the connection of South Mopac to Interestate 35

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Thank you for your consideration.

Signed: Roger Kitowski

Printed Name: ROGER KITOWSKI

Address: [redacted]

From: Austin Chamber of Commerce on behalf of James Knight
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 10:33:24 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

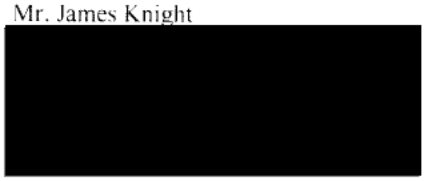
Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. James Knight



COMMENTS ON VIRTUAL OPEN HOUSE

Dear CTRMA Staff and Board Members, I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road. A double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road will be 45-50 feet above ground level and will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character, look and feel from peaceful and green to highly urbanized and industrial. Elevated lanes will also add more noise and light pollution (than not building up) to Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, and Austin High school. I request CTRMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review because the project will significantly impact land over the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Austin High School and City of Austin and City of Rollingwood surrounding neighborhoods. With the significant changes** in the 2015 traffic data presented to the public since the Feb 2015 open house and the major changes approved by voters for regional non-tolled road funding in the recent election, CTRMA's current study should reexamine alternatives to converting MoPac South into a toll road. HOV and transit only lanes should be compared with the toll and general purpose lane options proposed to give the public an understanding of why toll lanes are being considered as the only option. Along with a no-build scenario, options such as expanding telecommuting, ride sharing, and rail should be considered. **The last MoPac South Open house February 26, 2015, peak period traffic data between Cesar Chavez and Slaughter Lane was: • Northbound morning (7-9am) 15 minute drive ; 2035 no build 47 minute drive • Southbound evening (4-6:30pm) 12 minute drive ; 2035 no build 45 minute drive **The current MoPac South Open House November 21, 2015, peak period traffic data between Cesar Chavez and Slaughter Lane is: • Northbound morning (7-9am) 23 minute drive (53% increase) ; 2035 no build 52 minute drive (11% increase) • Southbound evening (4-6:30pm) 16 minute drive (33% increase) ; 2035 no build 51 minute drive (13% increase) Traffic data should include the SH-45 road project and the ultimate connection of MoPac to IH-35, that is mentioned in the CAMPO 2040 plan. If toll lanes must be built, the 2 Toll lanes each direction without elevated lanes option will have the least impact to the park, schools, recreation centers and neighborhoods: • The 2-lanes each direction without elevated lanes option meets all of the MoPac South project "goals and objectives" set by CTRMA and this option is consistent with the CAMPO 2040 Long Range Plan. Providing direct access to toll users into the downtown area is not a goal or objective identified by CTRMA or CAMPO for this project. • The 2-lanes each direction without elevated lanes provides consistency with local plans for park land use because it has the least impact to the park land. Adding elevated lanes damages Austin's parks, restricts community members who use the open spaces, and damages neighboring neighborhoods. • The 2-lanes each direction without elevated lanes option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options. • The 2-lanes each direction without elevated lanes option provides reduced congestion and travel time savings for all roadway users in 2035 with results comparable to both the Double decker over Lady Bird Lake and double decker wishbone bridges. If free lanes are added to match the capacity of other plans, more congestion and time savings can be achieved without building elevated lanes. • The 2-lanes each direction without elevated lanes is the more fiscally responsible option because the cost is $30 Million less than the double decker wishbone bridges and $40 million less lane the double decker over Lady Bird Lake concept, but the results are almost identical. • The 2-lanes each direction without elevated lanes option minimizes impact to our water quality because it will mean less construction and less concrete over our aquifer and near Lady Bird Lake than if elevated structures were built. • The 2-lane each direction without elevated lanes option lowers the impact on the natural and human environment because there will be less impact to the park and neighborhoods, less noise pollution, less light pollution and less

COMMENTS ON VIRTUAL OPEN HOUSE

Karen	Knight	11/14/15	ascetically unattractive bridges than if elevated structures were built. • The 2-lane each direction without elevated lanes option will be more likely to be delivered in a timely manner because it requires no right of way be taken from Zilker Park, Lady Bird Lake or Lamar Beach Park. There will also be more support from neighboring cities and residents if elevated structures are not included in the plan. • The 2-lane each direction without elevated lanes provides toll road users and emergency vehicles plenty of time and ability to safely maneuver and exit downtown. If there is an accident on the elevated portion of the toll lane it could actually make response times slower or impossible for emergency responders as there will be no way to exit the elevated structures until fully descended. I also support the addition of an 11' multi-use path on the west side of MoPac from Lady Bird Lake to Barton Creek Mall. Instead of the proposed 8' sidewalk, I would like to see an 11' multi-use path that can accommodate both bikes and pedestrians and will connect and seamlessly with Phase III of the MoPac bicycle and Pedestrian project. Please make sure to fully consider the social, economic, and environmental consequences of building up. Please ensure the plans you choose support our public park land use, green spaces and community values. THANK YOU for taking the best interests of the entire community to heart. kind regards, Karen Knight

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 SOUTH
November 14, 2015 at 12:29 PM
[redacted]

Name: Karen Knight

Email Address: [redacted]

Subject: MOPAC/LOOP 1 SOUTH

Message: Dear CTRMA Staff and Board Members,

I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road.

A double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road will be 45-50 feet above ground level and will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character, look and feel from peaceful and green to highly urbanized and industrial. Elevated lanes will also add more noise and light pollution (than not building up) to Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, and Austin High school.

I request CTRMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review because the project will significantly impact land over the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Austin High School and City of Austin and City of Rollingwood surrounding neighborhoods.

With the significant changes** in the 2015 traffic data presented to the public since the Feb 2015 open house and the major changes approved by voters for regional non-tolled road funding in the recent election, CTRMA's current study should reexamine alternatives to converting MoPac South into a toll road. HOV and transit only lanes should be compared with the toll and general purpose lane options proposed to give the public an understanding of why toll lanes are being considered as the only option. Along with a no-build scenario, options such as expanding telecommuting, ride sharing, and rail should be considered.

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Traffic data should include the SH-45 road project and the ultimate connection of MoPac to IH-35, that is mentioned in the CAMPO 2040 plan

If toll lanes must be built, the 2 Toll lanes each direction without elevated lanes option will have the least impact to the park, schools, recreation centers and neighborhoods:

- The 2-lanes each direction without elevated lanes option meets all of the MoPac South project "goals and objectives" set by CTRMA and this option is consistent with the CAMPO 2040 Long Range Plan. Providing direct access to toll users into the downtown area is not a goal or objective identified by CTRMA or CAMPO for this project.

- The 2-lanes each direction without elevated lanes provides consistency with local plans for park land use because it has the least impact to the park land. Adding elevated lanes damages Austin's parks, restricts community members who use the open spaces, and damages neighboring neighborhoods.

- The 2-lanes each direction without elevated lanes option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

- The 2-lanes each direction without elevated lanes option provides reduced congestion and travel time savings for all roadway users in 2035 with results comparable to both the Double decker over Lady Bird Lake and double decker wishbone bridges. If free lanes are added to match the capacity of other plans, more congestion and time savings can be achieved without building elevated lanes.

- The 2-lanes each direction without elevated lanes is the more fiscally responsible option because the cost is $30 Million less than the double decker wishbone bridges and $40 million less lane the double decker over Lady Bird Lake concept, but the results are almost identical.

- The 2-lanes each direction without elevated lanes option minimizes impact to our water quality because it will mean less construction and less concrete over our aquifer and near Lady Bird Lake than if elevated structures were built.

- The 2-lane each direction without elevated lanes option lowers the impact on the natural and human environment because there will be less impact to the park and neighborhoods, less noise pollution, less light pollution and less ascetically unattractive bridges than if elevated structures were built.

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way be taken from Zilker Park, Lady Bird Lake or Lamar Beach Park. There will also be more support from neighboring cities and residents if elevated structures are not included in the plan.

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I also support the addition of an 11' multi-use path on the west side of MoPac from Lady Bird Lake to Barton Creek Mall. Instead of the proposed 8' sidewalk, I would like to see an 11' multi-use path that can accommodate both bikes and pedestrians and will connect and seamlessly with Phase III of the MoPac bicycle and Pedestrian project.

Please make sure to fully consider the social, economic, and environmental consequences of building up. Please ensure the plans you choose support our public park land use, green spaces and community values.

THANK YOU for taking the best interests of the entire community to heart.

kind regards,
Karen Knight

(Sent via

From: Knight Karen
To: [redacted] atomlinson@HNTB.com; [redacted] al.alonzi@dot.gov; [redacted] steve.adler@austintexas.gov; delia.garza@austintexas.gov; ora.houston@austintexas.gov; pio.renteria@austintexas.gov; greg.cesar@austintexas.gov; ann.kitchen@austintexas.gov; don.zimmerman@austintexas.gov; leslie.pool@austintexas.gov; ellen.troxclair@austintexas.gov; kathie.tovo@austintexas.gov; sheri.gallo@austintexas.gov; greg.malatek@txdot.go; mayorfarrell@cityofrollingwood.com; Brigid.Shea@traviscountytx.gov; Barbara.Rush@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; administrator@cityofrollingwood.com; sbeal@mobilityauthority.com; spusteinyk@molilityauthority.com; mespinoza@mobilityauthority.com; mheiligenstein@mobilityauthority.com
Subject: Smart Mopac
Date: Saturday, November 14, 2015 1:19:03 PM

Dear CTRMA Staff and Board Members,

I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road.

A double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road will be 45-50 feet above ground level and will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character, look and feel from peaceful and green to highly urbanized and industrial. Elevated lanes will also add more noise and light pollution (than not building up) to Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, and Austin High school.

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Please make sure to fully consider the social, economic, and environmental consequences of building up. Please ensure the plans you choose support our public park land use, green spaces and community values.

THANK YOU for taking the best interests of the entire community to heart.

kind regards,

Karen Knight

BEAU EIL

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Saturday, November 07, 2015 5:21 PM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#379]

Name * Pam Knight

Email * [redacted]

Address [redacted]

Message *

Yesterday at 4:30 pm, traffic on 45th Street was bumper to bumper, light to light for the mile between Lamar and Guadalupe. To this we are adding The Grove traffic and now new traffic from the Mopac extension?. Mopac and 45th Street go through neighborhoods, not business districts. The city should be protecting residential areas and not pouring Interstate traffic into the neighborhoods. It won't be long before we are so grid-locked we can't even leave our homes.

And please explain how making us pay to drive on Mopac helps to relieve traffic. It only makes living here more expensive on top of the exorbitant taxes we pay as homeowners. And we get less and less for the taxes we pay. It costs to use our city parks, it costs to park out cars, now it will cost to drive our cars. It is unbearable.

The City needs to be accountable for how our dollars are spend, and the results of the spending. Building a Mopac extension that gridlocks our neighborhoods is not a solution to anything. Plus there is the environmental impact on our city water source. Please people, pay attention. We have to live here, not just drive

through.

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 5:45:17 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Steve Koch
[redacted]
11/20/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 12:45:24 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Let's be honest and straightforward about this road-building project. These changes are certainly going to have a different impact with each different piece that is built. If the true intent is to build a connection from !-35 to Mopac, then let's study all of it before building any of it.

The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Sincerely,
Karen Kocher
[redacted]
(currently living through the awful process of making Mopac from Lady Bird Lake to north Austin better. What a mess!)

Cc: Austin area local, State and Federal officials

Sincerely,
Karen Kocher
[redacted]
11/18/2015

John Whitfield

From: Austin Chamber of Commerce [redacted]

Sent: Thursday, November 19, 2015 8:01 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Ashley Kopcho

COMMENTS ON VIRTUAL OPEN HOUSE

Marilyn	Kounnas	11/16/15	As a resident of Austin for over 24 years, I am opposed to the proposed elevated roadways on Mopac. They are ugly. The will negatively impact the view of the lake. They will be noisy. There is significant funding for non-tolled road projects. Please consider non-tolled lanes first. And if you must use toll-lanes, please consider the option that includes two toll lanes in each direction without elevated lanes or wishbone bridges. Thank you.

Honorable Thom Farrell, Mayor, & Members of the Rollingwood City Council

RE: Please take action oppose tolled, elevated lane expansion of Mopac and the connection of South Mopac to Interestate 35

Dear Mayor Farrell and Members of Council:

Please take action to oppose both the expansion of Mopac with tolled and elevated lanes and the connection of South Mopac over to Interstate 35 with the proposed SH 45 SW toll road. With limited access at the south end, Mopac currently serves local commuters. If South Mopac is expanded and connected to I-35, it will be converted from serving local commuters into an alternate I-35 serving long-distance, inter-regional car and truck traffic. This would make traffic on Mopac worse, not better for current Mopac commuters, including Rollingwood residents.

Thank you for your consideration.

Signed:

Printed Name: J. F. Kraft

Address: [redacted]

From: Charles Kreitler
To: atomlinson@HNTB.com; [redacted] steve.adler@austintexas.gov; delia.garza@austintexas.gov; ora.houston@austintexas.gov; pio.renteria@austintexas.gov; greg.cesar@austintexas.gov; ann.kitchen@austintexas.gov; don.zimmerman@austintexas.gov; leslie.pool@austintexas.gov; ellen.troxclair@austintexas.gov; kathie.tovo@austintexas.gov; sheri.gallo@austintexas.gov; greg.malatek@txdot.go; mayorfarrell@cityofrollingwood.com; Brigid.Shea@traviscountytx.gov; Barbara.Rush@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; administrator@cityofrollingwood.com; sbeal@mobilityauthority.com; spusteinyk@molilityauthority.com; mespinoza@mobilityauthority.com; mheiligenstein@mobilityauthority.com; atomlinson@HNTB.com; Jules & Zac Elkins
Subject: Double decker bridge over Lady Bird Lake
Date: Friday, November 20, 2015 10:04:07 AM

November 20, 2015

Re; Public comment against the double decker bridge and fly way across Lady Bird Lake

To whom it may concern:

I recently received a mailing concerning a project for the expansion of the MOPAC bridge across Lady Bird Johnson Lake to a "double decker and fly over". This is a project that will have immense impacts to our community. This is a very critical issue that needs to be carefully evaluated.

It is clear that the various transportation agencies at the state and local level have not handled the traffic problem in Austin and specifically MOPAC well. I-35, MOPAC and the arterials into the city are overcrowded. No argument, but trying to impose a new roadway plan and a double -decker bridge is a gross insult to the communities that adjoin the area of the proposed changes. The primary beneficiaries for this construction are the new arrivals in southern Travis and Hays counties, not us, the long-time residences of West Lake Hills and Rollingwood. Our two cities are well-established family communities. Our communities have already been impacted by the growth in Bee Caves and beyond. The traffic from these communities has brought traffic in our streets to a stand still by those who live well outside our city limits. The residents of our two communities will be significantly impacted even more by this proposed construction over the

river. Traffic at the intersection of Bee Caves and MOPAC essential will come to a standstill 24 /7 / 365 for years. We will essentially be cutoff from the city so that new residents in Hays County can get down town quicker. My wife and I are West Lake Hills residents since 1973. We bought here in 1973 because of the presence of "family-oriented" communities that had easy access to downtown Austin. Today we are losing our community; we are being choked by those who want to live tens of miles from the city on their little ranchettes and commute much of their waking day to work in a tall high rise downtown. Why should we have to pay for their driving habits?

I have concerns about the loss of views that this construction will inevitably impact our views of downtown, the river, and Zilker Park. Zilker Park and Barton Springs are the crown jewel of Austin, but the park in recent years has been abused by this type of development. It gets rented out to private entrepreneurs and becomes a revenue generator for the city. It's becoming fenced off with limited access by the public. It is no longer a park for the people. Adding a double decker and flyways cannot be adding to the visual beauty of the park. The beauty of the park will be further degraded. The beauty of the river will be degraded. Thank God, Lady Bird will never have to see it. I'm sure it was never in her master plan!

Our communities are being abused in the name of progress and in the name of providing a comfortable drive for people that have not yet even bought their ranchettes in some gated community in Hays County. This has got to stop. Please vote "No" to a double decker bridge across Lady Bird Lake.

Thank you.

Sincerely,

Charles Kreitler

COMMENTS ON VIRTUAL OPEN HOUSE

Charles	Kreitler	11/20/15	November 20, 2015 Re; Public comment against the double decker bridge and fly way across Lady Bird Lake To whom it may concern: I recently received a mailing concerning a project for the expansion of the MOPAC bridge across Lady Bird Johnson Lake to a "double decker and fly over". This is a project that will have immense impacts to our community. This is a very critical issue that needs to be carefully evaluated. It is clear that the various transportation agencies at the state and local level have not handled the traffic problem in Austin and specifically MOPAC well. I-35, MOPAC and the arterials into the city are overcrowded. No argument, but trying to impose a new roadway plan and a double -decker bridge is a gross insult to the communities that adjoin the area of the proposed changes. The primary beneficiaries for this construction are the new arrivals in southern Travis and Hays counties, not us, the long-time residences of West Lake Hills and Rollingwood. Our two cities are well-established family communities. Our communities have already been impacted by the growth in Bee Caves and beyond. The traffic from these communities has brought traffic in our streets to a stand still by those who live well outside our city limits. The residents of our two communities will be significantly impacted even more by this proposed construction over the river. Traffic at the intersection of Bee Caves and MOPAC essential will come to a standstill 24 /7 / 365 for years. We will essentially be cutoff from the city so that new residents in Hays County can get down town quicker. My wife and I are West Lake Hills residents since 1973. We bought here in 1973 because of the presence of "family-oriented" communities that had easy access to downtown Austin. Today we are losing our community; we are being choked by those who want to live tens of miles from the city on their little ranchettes and commute much of their waking day to work in a tall high rise downtown. Why should we have to pay for their driving habits? I have concerns about the loss of views that this construction will inevitably impact our views of downtown, the river, and Zilker Park. Zilker Park and Barton Springs are the crown jewel of Austin, but the park in recent years has been abused by this type of development. It gets rented out to private entrepreneurs and becomes a revenue generator for the city. It's becoming fenced off with limited access by the public. It is no longer a park for the people. Adding a double decker and flyways cannot be adding to the visual beauty of the park. The beauty of the park will be further degraded. The beauty of the river will be degraded. Thank God, Lady Bird will never have to see it. I'm sure it was never in her master plan! Our communities are being abused in the name of progress and in the name of providing a comfortable drive for people that have not yet even bought their ranchettes in some gated community in Hays County. This has got to stop. Please vote "No" to a double decker bridge across Lady Bird Lake. Thank you. Sincerely, Charles Kreitler 8 N. Peak Rd. West Lake Hills, Texas 78746

COMMENTS ON VIRTUAL OPEN HOUSE

Heidi	Krell	11/3/15	Dear CTRMA Staff and Board Members, Please do not add a double-decker over Lady Bird Lake or Double Decker Wishbone bridges over MoPac. I support the addition of 2 Toll lanes each direction without elevated lanes: The 2-lane each direction without elevated lanes option meets all of the MoPac South project "goals and objectives" set by CTRMA The 2-lanes each direction without elevated lanes provides consistency with local plans for park land use and with the 2040 Long Range Plan. he 2-lane each direction without elevated lanes option has the lowest impact to the parks and neighborhoods while still significantly improving travel times and capacity on our roadway. The 2-lane each direction without elevated lanes option provides reduced congestion and travel time savings for all roadway users in 2035 and is only slightly slower than the option with a Double decker over Lady Bird Lake. The 2-lane each direction without elevated lanes option provides reduced congestion and travel time savings for all roadway users in 2035 and is only slightly slower than the option with 40-50 feet elevated Wishbone bridges over MoPac. The 2-lane each direction without elevated lanes option cost is $30 Million less than the Wishbone concept and $40 million less lane the Double Decker Decker concept. The 2-lane each direction without elevated lanes option minimizes impact to our water quality and lowers the impact on the natural and human environment by not building elevated structures near neighborhoods or Lady Bird Lake. The 2-lane each direction without elevated lanes option will be more likely to be delivered in a timely manner because it requires no right of way be taken from Zilker Park, Lady Bird Lake or Lamar Beach Park. I also support the addition of the sidewalk on the west side of MoPac from Lady Bird Lake to Barton Creek Mall. Instead of an 8' sidewalk I would like an 11' multi-use path to accommodate bikes and pedestrians and connect and seamlessly with Phase III of the MoPac bicycle and Pedestrian project. Please make sure to fully consider the social, economic, and environmental consequences. Please ensure the plans you choose support our public park land use, green spaces and community values! Sincerely, The Krell Family

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, October 22, 2015 11:30:20 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please don't ruin my home and my neighborhood by building a double decker monstrosity on Mopac. I swim daily at Barton Springs and don't want Zilker Park to have traffic running through it. Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind

salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Karen Kreps
[redacted]
10/22/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 1:30:55 PM

Dear TxDOT and CTRMA officials:

I want none of the options you are offering. Don't build out Mopac.

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Karen Krens
[redacted]
11/18/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Karen Kreps

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

I live right near this proposed monstrosity of a construction project and I strongly object to Toll Roads, and any construction involving elevated roads or additional lanes. I object to the way the project is being presented so the whole picture is not seen. I don't want I-35 traffic funneled onto Mopac with cars, more cars, and 18-wheel trucks.

Listen to KeepMopacLocal.com, Sos Alliance + Bryan Stevenson

The proposed unsapped expense of Tolls should not make me a prisoner in my home. No elite lanes. unable to cross north/south of the river

This Toll plan will lock us into a last-century model. We need innovative mobility, improved mass transit and alternative ideas. Austin technology leaders. Not visual blight!!

Shuttle rest stop S Mopac to create HOV lanes for rush hour.

Study all of it before any construction begins

Take Tolls off of 130 so I will not have traffic

I am worried about negative impacts to Barton Springs where I swim daily + which is vital to our quality of life.

No Tolls & roads!!

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: JUDITH KROLL

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

No toll roads.

Please exhaust every other possibility before bringing up toll-roads again.

Not to do this would guarantee squandering & permanently damaging some of the great features of Austin life.

And what damage would be done only to create what would be a short-term solution.

Optimize use of SH-130 — eliminate tolls, widen road.

Optimize I-35 as well.

Judith Kroll

From: Mopac South Contact Form
To: dheath@mobilityauthority.com; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#406]
Date: Friday, November 20, 2015 2:51:06 PM

Name *	Don Kruciak
Email *	[redacted]
Address	
Message *	I am against the merging options for safety reasons. Crossing several lanes of traffic to get to Fifth and Caesar Chavez streets would be dangerous and slow down traffic.

Name: Emily Kruger

Email Address: [redacted]

Subject: MOPAC/LOOP 1 SOUTH

Message: Dear CTRMA Staff and Board Members,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose support our public parkland use, green spaces and community values.

Sincerely, Emily Kruger

(Sent via

John Whitfield

From: Austin Chamber of Commerce [redacted]on behalf of Quinten Krzysko [redacted]
Sent: Friday, November 20, 2015 4:16 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 20, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Quinten Krzysko
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Mary Ann Kuhlmann [redacted]
Sent: Friday, November 20, 2015 3:17 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 20, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Mary Ann Kuhlmann
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 4:40:21 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Jim Kuhn
[redacted]
11/18/2015

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 South
November 15, 2015 at 11:54 AM
[redacted]

Name: Nishamathi Kumaraswamy

Email Address: [redacted]

Subject: MOPAC/LOOP 1 South

Message: Dear CTRMA Staff and board members,
I want to express that I do not support elebvated toll lanes of any kind ober MoPac. Please do not add a double deck lane over MoPac. It affects the beauty and charms of downtown Austin and its greenery, which is something I very much look forward to every time I bring in friends to Austin.

Thanks
Nisha
(Austin citizen who dearly loves Austin for its beauty and charms)

(Sent via

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of J Kuper [redacted]
Sent: Wednesday, November 18, 2015 1:22 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. J Kuper
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 8:16:00 PM

I want Texas generally to go back to tax-funded roads and stop building toll roads. I don't use the current Austin-area toll roads, they go almost nowhere I want to go, and I would never use them unless they start having toll booths rather than the current system of pay money for a TxTag now and use it only once in a blue moon. A second beef is that entryways to the toll roads, particularly the one southbound on I-35 in Round Rock, cause congestion and vehicle back-up for those of us trying to keep going straight on I-35 who don't want to use them. A third beef is that I myself, (1) when I'm trying to go to Lampasas and destinations northwest on 183, (2) when I'm trying to return from Elgin or far east Austin on 290 and its non-toll access road, or (3) when I'm returning westbound on 79 into Round Rock driving towards I-35, and my neighbor, (4) when she's trying to return from Round Top and Giddings on 290, have to be careful to not get on a toll road, because if unsuccessful we not only have to figure out how immediately to get off and get back on course but then get charged for the mistake later. It requires being careful, because the TxDOT directional signs in such areas are subpar.. Let me take you on a sample ride back into town on 290 from Elgin, and I'll be happy to show you what she and I find confusing. It follows from all the considerations above that I want Mo-Pac to be as little toll road-ish as possible, even if I have to sit in MoPac traffic jams.

As an aside, I'll say that part of the problem on MoPac concerns the drivers who use the right-hand exit lanes as long passing lanes to get around the non-exit-lane congestion and then cut back in just before the exit they have no intention of taking. I wish law enforcement officers would find a way to ticket such drivers or give the rest of us means to report license plates. My hypothesis is that these selfish I'm-special-and-normal-rules-of-the-road-only-apply-to-the-rest-of-you-chumps-and-not-to-me drivers slow traffic down worse than it's already showed down.

Sincerely,
Chris Kuykendall
[redacted]
11/19/2015

From: Austin Chamber of Commerce on behalf of Steve Laas
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 3:03:38 PM

Nov 6, 2015

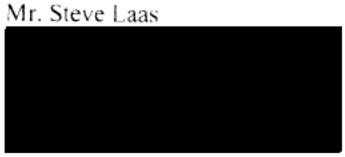
Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Steve Laas


From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 9:15:15 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Gina Lacey
[redacted]
11/21/2015

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Tuesday, October 20, 2015 9:51 AM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#366]

Name * Lisa Laird

Email * [redacted]

Address

This e-mail and any files transmitted with it are confidential and are intended solely for the use of the individual or entity to whom they are addressed. If you are NOT the intended recipient and receive this communication, please delete this message and any attachments.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of John Lairsen [redacted]
Sent: Tuesday, November 10, 2015 12:26 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 10, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. John Lairsen
[redacted]

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 SOUTH
November 14, 2015 at 9:28 PM
[redacted]

Name: Joyce Lally

Email Address [redacted]

Subject: MOPAC/LOOP 1 SOUTH

Message: I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac.

Elevated lanes will significantly impact the Austin green feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to depressingly urbanized and industrial.

If toll lanes must be built the "2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

I would also request CTMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review because the project will significantly impact land over the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Austin High School.

Further:

• The 2-lanes each direction without elevated lanes provides consistency with local plans for park land use because it has the least impact to the park land. Adding elevated lanes damages Austin's parks, restricts community members who use the open spaces, and damages neighboring neighborhoods.

• The 2-lanes each direction without elevated lanes is the more fiscally responsible option because the cost is $30 Million less than the double decker wishbone bridges and $40 million less lane the double decker over Lady Bird Lake concept, but the results are almost identical.

• The 2-lanes each direction without elevated lanes option minimizes impact to our water quality because it will mean less construction and less concrete over our aquifer and near Lady Bird Lake than if elevated structures were built.

• The 2-lane each direction without elevated lanes option lowers the impact on the natural and human environment because there will be less impact to the park and neighborhoods, less noise pollution, less light pollution and less ascetically unattractive bridges than if elevated structures were built.

• The 2-lane each direction without elevated lanes option will be more likely to be delivered in a timely manner because it requires no right of way be taken from Zilker Park, Lady Bird Lake or Lamar Beach Park. There will also be more support from neighboring cities and residents if elevated structures are not included in the plan.

• The 2-lane each direction without elevated lanes provides toll road users and emergency vehicles plenty of time and ability to safely maneuver and exit downtown. If there is an accident on the elevated portion of the toll lane it could actually make response times slower or impossible for emergency responders as there will be no way to exit the elevated structures until fully descended.
I also support the addition of an 11' multi-use path on the west side of MoPac from Lady Bird Lake to Barton Creek Mall. Instead of the proposed 8' sidewalk, I would like to see an 11' multi-use path that can accommodate both bikes and pedestrians and will connect and seamlessly with Phase III of the MoPac bicycle and Pedestrian project.

Please ensure the plan you choose support our public parkland use, green spaces and community values.

Sincerely,

Joyce Lally

(Sent via

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Derek Land [redacted]
Sent: Wednesday, November 18, 2015 3:54 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Derek Land
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 4:10:22 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Mark Landers
[redacted]
11/18/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 7:10:30 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Lou Lane
[redacted]
11/19/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 2:50:37 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

The expansion of Mopac south will become part of a large loop which will ultimately feed traffic from IH35, through SH45 to Mopac and north back to IH35. Naturally, the southbound traffic will follow the reverse flow. I believe the ultimate larger expansion loop should be studied as a single entity before building any of it. I currently am thankful for the fact that essentially no 18-wheelers are on Mopac and I believe this will change when the entire loop is completed. A reasonable alternative is to open up SH130 as a free road to serve the function of a bypass loop around Austin for through traffic.

I am opposed to adding lanes to Mopac as a misguided attempt to alleviate traffic. It is probable that traffic will increase to fill any available capacity, leaving the travel times unchanged. Additionally, I believe adding lanes to Mopac, toll or otherwise, will degrade the character of the western half of Austin. Alternatively, leaving Mopac unchanged will force alternative transportation options to be considered that I believe make more sense for our community.

Thank you for your consideration.

Cc: Austin area local, State and Federal officials

Sincerely,
George Lange
[redacted]
11/20/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 12:15:26 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Brad Langford
[redacted]
11/18/2015

Mopac. 130 free lanes, managed lanes, 10 yrs of $$ & 1/2 million cars, environmental studies, and stop I-35 bypass doing nothing to stop our beloved watersheds and city central public.

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Lynn R. Langley

Lynn R. Langley

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

I do not think we should put in more traffic lanes on Mopac anywhere close to Lady Bird Lake, Zilker Park, ~~Zilker~~ Zilker Botanical Garden or the Barton Springs and its watershed and any of our preserve lands. I am totally against impacting Zilker Park and if this proceeds forward, I will be sure to vote against all measures to achieve this as well as all future funds and other improvements to any part by Austin. Putting in more lanes at Zilker & Lady Bird Lake will kill the heart and charm of Austin & Austin will be just like Houston. ~~Work~~ and then Austin will die. No one will want to move here and everyone here will move away. What would be special about Austin? Nothing. We would be a concrete jungle just like Houston with the heat, humidity and certainty of being run over by a Mac truck if you are on the road for anytime at all. The same money for building roads would pay for enough buses, rail or trains tracks to actually reduce the ~~congestion~~ traffic congestion and environmental negative impacts of so much ~~road~~ individual + bus traffic. Following through with these 4 ideas by CTRMA + CAMPO - It is insane to have spent so much time and money to protect Barton Springs pool to destroy the Austin (a

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 10:25:23 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
John Large
[redacted]
11/19/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 5:10:19 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Karen Larson
[redacted]
11/19/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of robert lashinger [redacted]
Sent: Monday, November 09, 2015 12:54 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. robert lashinger
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 6:31:02 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Annalisa Latas
[redacted]
11/20/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Sunday, November 15, 2015 1:40:20 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Shawn LaTorre
[redacted]
11/15/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 1:10:23 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Patricia Laurora
[redacted]
11/20/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, October 23, 2015 10:45:16 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Clayton Law
[redacted]
10/23/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, October 22, 2015 11:15:16 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

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Sincerely,
Eric Lawrence
[redacted]
10/22/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 11:50:18 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Liz Lawrence
[redacted]
11/20/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 2:55:35 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Leana Layton
[redacted]
11/20/2015

From: Austin Chamber of Commerce on behalf of Kelli Ledyard
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 10:33:28 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

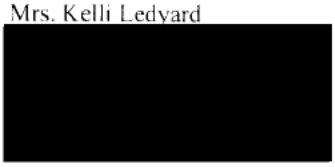
Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Kelli Ledyard



From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 1:15:31 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Gloria Lee
[redacted]
11/19/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 4:15:42 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Melissa Leech
[redacted]
11/20/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 6:25:40 PM

Dear TxDOT and CTRMA officials:
We choose none of the above. Please keep Mopac local.
Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Nancy Leeper
[redacted]
11/21/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Steffanie Leger [redacted]
Sent: Friday, November 13, 2015 3:21 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 13, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Steffanie Leger
[redacted]

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

BLG

Barbara LeGere [redacted]

Printed Name Address

Additional Comments:

I am excited to find a solution to our city's growing Congestion! That said, ~~th~~ we must work to preserve the things that make Austin the best city in which to live. Elevated lanes will, I believe, present such noise

and light pollution, we will significantly undermine the enjoyment of the out door spaces we hold so dear.

I fully support adding two lanes in both directions without adding any elevations

Thank you for your consideration!

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

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Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

BLAINE LEBERE

Printed Name

[redacted]

Address

Additional Comments:

TWO TOLL LANE EACH DIRECTION WITHOUT ELEVATED LANES IS THE ONLY CHOICE THAT MAKES SENSE FOR LOCAL RESIDENTS WHO WANT TO PRESERVE THE FEEL OF AUSTIN. IF BUILDING THE ROAD IN THIS MANNER IS COST PROHIBITIVE, RAISE OUR TAXES BUT DON'T MESS UP THIS OPPORTUNITY TO DO THIS CORRECTLY THE FIRST TIME.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Dan Leonard [redacted]
Sent: Friday, November 13, 2015 3:21 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 13, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mr. Dan Leonard
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Kimberly Leonard [redacted]
Sent: Friday, November 13, 2015 2:51 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 13, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Kimberly Leonard
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, October 22, 2015 6:35:14 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Let Austin survive....STOP TRYING TO KILL WHAT IS LEFT OF THE BEST CITY IN TEXAS.

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the

Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Elena Leos
[redacted]
10/22/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 7:45:17 PM

Dear TxDOT and CTRMA officials:

Please consider that the current glut of cars does not happen for no reason, i.e. development without asking developers to contribute to what they re creating --ecess traffic on roads-- is not good management by stewards of Austin. Development should stop and change its perspective before mindless going the path of ever bigger. Certainly better buses and better public trains are everywhere available for inspiration from other great cities.

sincerely,

janice leoshko

Sincerely,
Janice Leoshko
[redacted]
11/21/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Margot and Sal	Levatino	11/19/15	We are Rollingwood residents and strongly oppose the south Mopac plan that proposes elevated toll lanes over Lady Bird Lake because of its unsightliness, increased noise level, and the difficulty of access from this area. We hope that alternatives to adding toll lanes to south MoPac are still being considered, as well as a more comprehensive plan that includes the Bee Caves Road/MoPac intersection. Toll roads are expensive, especially over time, and are not nearly as utilized as the public roads. We are 50-year residents of Austin, and continue to deplore the elevated lanes over I-35 from Airport Blvd to MLK that we feel have greatly detracted from Austin's beauty. The upper deck is an eye sore and we think the proposed elevated roadway for MoPac over Lady Bird Lake and Zilker Park would be an equal blight over one of the loveliest areas of Austin. Thank you for your consideration.

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 10:50:11 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Leila Levinson
[redacted]
11/19/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Leila Levinson

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

This proposal WILL NOT cure the traffic. It will lead to even more congestion and traffic and destruction of the natural beauty of Austin and surrounding areas as well as of our neighborhoods.

We Do NOT want another 135 through the western half of Austin.

Fix 135 !! It has become outrageously dangerous = Cramp to 183)

No piece meal approach!

Remove tolls from SH 130 so it can actually be the preferred route for interregional traffic through Austin.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Nicole Levy [redacted]
Sent: Wednesday, November 18, 2015 9:51 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Nicole Levy
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Stephen Levy [redacted]
Sent: Tuesday, November 17, 2015 9:29 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 17, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mr. Stephen Levy
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Kyle Lewallen [redacted]
Sent: Thursday, November 19, 2015 6:14 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mr. Kyle Lewallen
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Nancy Lewallen [redacted]
Sent: Thursday, November 19, 2015 6:44 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mrs. Nancy Lewallen
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 3:10:39 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Carolyn Lewis
[redacted]
11/18/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 3:11:04 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Gerald Lewis
[redacted]
11/18/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Kip	Lewis	11/6/15	Hello I would like to voice my thoughts regarding the Mopac Project. Please strongly consider the following: 1. New Lanes constructed for the entire length of the Mopac Project 2. Connecting lanes in and out of Downtown to ease the flow off and on Mopac 3. These improvements will improve traffic Flow Downtown. 4. These improvements will not effect Zilker Park 5. Its crucial to build as many lanes as possible the entire length of the project.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Darien Ligarde [redacted]
Sent: Tuesday, November 17, 2015 9:41 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 17, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mr. Darien Ligarde
[redacted]

COMMENTS ON VIRTUAL OPEN HOUSE

Mark & Heather	Liggett	11/10/15	Austin has grown to the capacity to need two express lanes in each direction. It should not take an hour to travel 10 miles on a regular basis and yet it does. Two express lanes in each direction should help to reduce travel times from the west and south. Thank you

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 12:07:17 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Blair Liles
[redacted]
11/18/2015

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Friday, October 30, 2015 12:02 AM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#368]

Name * Craig Lill

Email * [redacted]

Address

Message * Please move forward as soon as possible on the new Mopac south toll lanes. I support the two toll lanes each for North & South side of Mopac south project. With the long long long delays on Mopac North, the sooner the Mopac South project can start the better. Please don't use the same construction company used to build Mopac North tollway. One full year behind is ridiculous, no matter what the company comes up with for excuses. Maybe a month or two, but a full year behind is terrible.

Thanks,

Craig

Squarespace [redacted]
Form Submission - New Form - Please start construction on south Mopac as soon as possible
November 18, 2015 at 10:57 PM
[redacted]

Name: Craig Lill

Email Address: [redacted]

Subject: Please start construction on south Mopac as soon as possible

Message: As a resent of central Austin, I'm asking the board members approve the South Mopac road as soon as possible. Roads in Austin have sat long enough. Nothing is being done on I-35 at all. Please don't make this same mistake on Mopac. Please add the two lanes on both directions of the south Mopac project.

As far as the bridge over Mopac, it is needed for the project. Build it.
Please don't use the construction company building Mopac North to be a FULL year behind is a joke. No matter what they come up with a full year behind is unprofessional and should not be put in a position to be late again on the south Mopac project if moved forward on
Thank you for your help on building a much needed road of Mopac south project.
Take care,
Craig

(Sent via

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 5:15:13 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
James Lilly
[redacted]
11/18/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Rick Lindley [redacted]
Sent: Thursday, November 19, 2015 9:23 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Rick Lindley
[redacted]

From: Mopac South Contact Form
To: dheath@mobilityauthority.com; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#405]
Date: Friday, November 20, 2015 2:31:05 PM

Name * Paul Linehan

Email *

Address [redacted]

Message *

Please plan for the maximum number of lanes for the Mopac South extension. The attitude that if we don't build it, they will not come, is a thing of the past. The highways are already turning into parking lots, and we need to plan for the future. I hope the future plans for the Mopac South extension will also address a full-exchange intersection at Mopac and Loop 360. I have been a land planner in the Austin area for the last 36 years, and I know that land was set aside when I worked on The Terrace office complex in that area. Please utilize all the right-of-way to its maximum potential. The main arterial roadways and highways need to be utilized to their full extent in order to provide the maximum benefit to all travelers.

John Whitfield

From: Austin Chamber of Commerce [redacted]
Sent: Thursday, November 19, 2015 8:01 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Ms. Tanja Lingor

COMMENTS ON VIRTUAL OPEN HOUSE

Cathy	Little	11/20/15	Dear CTRMA Staff and Board Members, I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial. If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options. I request CTRMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review because the project will significantly impact land over the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Austin High School and City of Austin and City of Rollingwood surrounding neighborhoods. Please ensure the plan you choose support our public parkland use, green spaces and community values. Sincerely, Cathy Little

COMMENTS ON VIRTUAL OPEN HOUSE

James	Little	11/20/15	I do not support elevated lanes of any kind over Mopac close to the downtown area. I feel that it would have a significant negative impact on my neighborhood. I would favor expansion plans that do not include any elevated lanes.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Lew Little [redacted]
Sent: Wednesday, November 18, 2015 2:00 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Lew Little
[redacted]

COMMENTS ON VIRTUAL OPEN HOUSE

Mark	Littlefield	11/10/15	1. I am a resident of SW Austin - Legend Oaks in Oak Hill. When northbound MOPAC around CesarChavez/5th St was re-stripped a couple of years ago to end the bottle neck it made an immediate positive impact. 2. In a dream world, we change land use policies and transit options so that sprawl and the bigger roads are not needed. We don't live in a dream world - we live in Austin. 3. I am also surprised by Principal Amy Taylor. What Austin High needs more than anything is greater numbers of SW Austin students. Austin HS needs all of Mills and some of Baldwin. There is no way AHS is going to get that without an expansion of Mopac. I am on southbound Mopac everyday with students merging from the Lake Austin on-ramp. It is ridiculously dangerous. It's the reason I don't want our children to go to Austin High. Yes, students may have a less direct route to enter/exit AHS. However, from what I can tell from the presentation, it seems like the new option will be much safer than the current situation. 4. I think the plan sounds awesome.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Michael Litton [redacted]
Sent: Thursday, November 19, 2015 8:31 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Michael Litton
[redacted]

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Tuesday, November 03, 2015 8:25 AM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#372]

Name *

bob liverman

Email *

Address

Message *

Can you modify the existing pavement markings and signage at the northbound approach of the service road to Barton Skyway to provide for a left turn - through land option on the center lane? Currently the left lane is left turn only (good as it should be) and the center lane is trough only (THIS NEED TO BE CHANGD TO LEFT-STRAIGHT) and the right lane is straight only

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Cindy Liverman [redacted]
Sent: Friday, November 20, 2015 4:46 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 20, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Cindy Liverman
[redacted]

Honorable Thom Farrell, Mayor, & Members of the Rollingwood City Council

RE: Please take action oppose tolled, elevated lane expansion of Mopac and the connection of South Mopac to Interestate 35

Dear Mayor Farrell and Members of Council:

Please take action to oppose both the expansion of Mopac with tolled and elevated lanes and the connection of South Mopac over to Interstate 35 with the proposed SH 45 SW toll road. With limited access at the south end, Mopac currently serves local commuters. If South Mopac is expanded and connected to I-35, it will be converted from serving local commuters into an alternate I-35 serving long-distance, inter-regional car and truck traffic. This would make traffic on Mopac worse, not better for current Mopac commuters, including Rollingwood residents.

Thank you for your consideration.

Signed: JCR LL

Printed Name:

Address: [redacted]

COMMENTS ON VIRTUAL OPEN HOUSE

Bill	Lodwick	11/9/15	I think that a second level of the span crossing Lady Bird lake would be exceptionally intrusive from the Zilker park point of view. I am against that plan.

Squarespace [redacted]
Form Submission - New Form - Mopac loop 1 south
November 18, 2015 at 10:30 PM
[redacted]

Name: John Lohr

Email Address: [redacted]

Subject: Mopac loop 1 south

Message: I am opposed to creating a double decker expansion of Mopac

(Sent via

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 2:15:46 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Ana Lois-Borzi
[redacted]
11/20/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Jason Long [redacted]
Sent: Thursday, November 12, 2015 12:17 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 12, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Jason Long
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of orlando lopez [redacted]
Sent: Wednesday, November 18, 2015 1:51 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. orlando lopez
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 10:20:35 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
betty loveless
[redacted]
11/19/2015

Honorable Thom Farrell, Mayor, & Members of the Rollingwood City Council

RE: Please take action oppose tolled, elevated lane expansion of Mopac and the connection of South Mopac to Interestate 35

Dear Mayor Farrell and Members of Council:

Please take action to oppose both the expansion of Mopac with tolled and elevated lanes and the connection of South Mopac over to Interstate 35 with the proposed SH 45 SW toll road. With limited access at the south end, Mopac currently serves local commuters. If South Mopac is expanded and connected to I-35, it will be converted from serving local commuters into an alternate I-35 serving long-distance, inter-regional car and truck traffic. This would make traffic on Mopac worse, not better for current Mopac commuters, including Rollingwood residents.

Thank you for your consideration.

Signed: Cullen Lowder

Printed Name: Cullen Lowder

Address: [redacted]

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): ANDREI LUBOMUDROV

ADDRESS: [redacted]

COMMENTS: PLEASE CONSIDER AESTHETIC DESIGN OF THE BRIDGES OVER LADYBIRD LAKE. THIS IS SUCH A BEAUTIFUL AND CRITICAL PART OF TOWN, IT DESERVES A SIGNATURE BRIDGE THAT FITS IN WITH THE NATURAL BEAUTY OF THE AREA. CONSIDER DESIGN APPEAL OF PENNYBACKER BRIDGE.

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

☐ I am employed by TxDOT

☐ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 12:55:24 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Marcia Lucas
[redacted]
11/18/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 10:45:14 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Jon Luckstead
lluckstead
11/20/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Monday, October 26, 2015 11:15:21 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Robbie Lueth
[redacted]
10/26/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 1:25:28 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Robbie Lueth
[redacted]
11/20/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Jimmy Luker [redacted]
Sent: Friday, November 20, 2015 3:47 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 20, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Jimmy Luker
[redacted]

From: Austin Chamber of Commerce on behalf of Matthew Lutz
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 2:33:40 PM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Matthew Lutz

COMMENTS ON VIRTUAL OPEN HOUSE

Paige	Lynch	11/16/15	Thank you all for your hard work on trying to come up with the best solution to our traffic problems as a result of our growing population. In looking at the options given I believe it does not make sense to have a direct access lane into downtown via Ceasar Chavez unless something is being done to widen that thoroughfare as it is already like at parking lot at peak travel times, which is when many people will choose to use the express lanes; the current infrastructure can not support a change like this. Please consider that the most important features of our city are Lady Bird Lake, the trail and Zilker Park. For many reasons, least of all tourism and the revenue brought to Austin b/c of the festivals enjoyed there and the overall earthy feel must be protected. You do not see an elevated freeway going over Central Park in New York. We can not have an elevated freeway going over Lady Bird Lake, that is not Austin. Please consider the least invasive plan to get the best flow of traffic and do not worry about direct access to downtown if we do not have better infrastructure to handle a rapid flow of vehicles to the drop off point. Below are a few points to consider: 1) No elevated roadways. a. They are unsightly. b. Will negatively impact the view of Lady Bird Lake from Mopac. c. Will increase light and noise pollution. d. Will serve as a divider to separate key parts of west Austin from the rest of the area. e. Will negatively impact Zilker Park, Zilker Botanical Garden, Austin Nature and Science Center and Lady Bird Lake. 2) Proposition 7 passed and provides significant funding for non-tolled road projects. Before adding tolled lanes, fully consider all of our options for non-tolled lanes. 3) If toll lanes must be used, then the option that includes two toll lanes in each direction WITHOUT elevated lanes or wishbone bridges should be used. Thank you for your time, energy and work on this plan. I trust you will make the right decision for AUSTIN, who we are and retain the feel and beauty of why people want to come here. Best Regards, Paige Lynch

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 6:35:16 PM

Dear TxDOT and CTRMA officials:

For once, please please listen to the people and don't pretend to do so as was the case with the MOPAC North discussion.. Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 (traffic jam) through Austin. The CTRMA toll agencyâ €™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free or at least free or very inexpensive to commercial vehicles. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse. Reconsider the whole issue of transit trains up Mopac north.

Cc: Austin area local, State and Federal officials

Sincerely,
Jane Baxter Lynn
[redacted]
11/19/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Lorn MacDougal

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

The proposed infrastructure will soon be obsolete. Transportation needs to be multi-dimensional and focused on true mobility of buses, trains, bike lanes, trams, HOV lanes, all of which require a change in the habitual mindset of Americans as well as the political will to raise funds for the above alternatives by raising the gasoline tax.

The irresponsibility of our society in not being willing to contribute to sustainable development through taxes will have an irreversible impact on the decades to come.

Let's look further at changes in cities around the world and take the best results as lessons we can learn from

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 3:25:31 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
PJ Maceo
[redacted]
11/20/2015

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

Florence Mackin

FLORENCE MACKIN [redacted]

Printed Name Address

Additional Comments:

The two lanes w/out elevated lanes appears consistent with local plans for park land use - it has the least impact on parkland. I proudly helped defeat the ZOO IN Zilker many years ago & we all know how divisions that would have been. We need MORE parkland protection NOT Less!! I also support the 11' multi use path. Please Be Careful - this is a big impact on

COMMENTS ON VIRTUAL OPEN HOUSE

Sara	Madera	11/20/15	None of the current options should be chosen. Mopac should not become part of the Austin loop with I-35 and 45. It should be kept as the local through-way. Trucks should be enticed to go on 130 and not on Mopac or I-35. Cesar Chavez (1st Street) is going to become an incredible bottleneck.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Pa Maderer [redacted]
Sent: Sunday, November 15, 2015 1:55 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 15, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Pa Maderer
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Rubi Madrid [redacted]
Sent: Wednesday, November 18, 2015 4:22 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Miss Rubi Madrid
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 8:20:15 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Mary Beth Maher
[redacted]
11/20/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Mary Beth Mahew

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

Keep mopaclocal.org.

Please do not destroy THE QUALITY OF LIFE IN AUSTIN IN THE PROCESS OF "FIXING" MOPAC CONJESTION. PAY OFF THE DEBT ON 130 TOLL AND I-45 EAST TO MAKE NO TOLLS TO RELIEVE I-35 TRAFFIC (TXDOT FUNDS) FIRST!

THE PRESENT ~~NONE~~ SOLUTIONS ARE "ACCEPTABLE, BUT THE "DO NOTHING" SOLUTION UNTIL MANY MORE STUDIES ARE DONE. MUST TAKE PLACE.

RESTRIPE MOPAC 1ST FOR HOV LANES.

WHY ARE YOU ADDING POLLUTION TO OUR AIR, NOISE AND VISUAL POLLUTION? DO NOT ADD DANGER TO OUR CHILDREN AT AUSTIN HIGH SCHOOL THESE ARE OUR PRECIOUS COMMODITIES!

I HAVE LIVED IN HOUSTON 40 YEARS. YOU ARE LYING TO US AS TO THE PURPOSE OF PROCEEDING SO RAPIDLY! ~~YOUR~~ OUR GOAL IS TO RELIEVE TRAFFIC ON I-35 ~~BY~~ BY MAKING MOPAC A LOOP TO I-35 VIA 45 CONNECTIONS. YOU ARE DESTROYING OUR QUALITY OF LIFE. YOU ARE HIDING YOUR AGENDA AND MISLEADING US

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of RICHARD MAIER [redacted]
Sent: Friday, November 20, 2015 3:46 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 20, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. RICHARD MAIER
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Jesse Malone [redacted]
Sent: Friday, November 20, 2015 7:46 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 20, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Jesse Malone
[redacted]

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Richard Mangers

Address: [redacted]

Email [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

Please do not fill South Austin absorbs Solve to car pool, telecommute, bike, public transit for the goal of taking more cars off the road. Divert I-35 to Toll Rd 35 (Make free) convert UP tracks to dual commuter tracks from San Marcos to Round Rock. Create more Park & Ride w/ Express Buses Also protect W. Mansion at the V in DARK WELL to prevent green space.

Think out of the box autonomous car lanes?

Pay off the 35 Toll Debt & use as alternative to I-35

Retrofit 5 Moms w/ HOV Lane w/ Express Buses

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 12:38:26 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
R B Mann
[redacted]
11/20/2015

From: Austin Chamber of Commerce on behalf of Noah Marburger
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 10:34:50 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

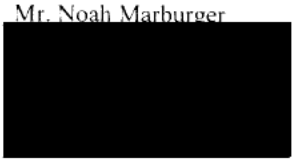
Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Noah Marburger



Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 SOUTH
November 15, 2015 at 9:22 PM
[redacted]

Name: Aaron Marcus

Email Address: [redacted]

Subject: MOPAC/LOOP 1 SOUTH

Message: Dear CTRMA Staff and Board Members,

I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose support our public parkland use, green spaces and community values.

Sincerely,
Aaron Marcus
[redacted]

(Sent via

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Juan Marez [redacted]
Sent: Thursday, November 19, 2015 1:23 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Juan Marez
[redacted]

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Sara Marler

Address: [redacted]

Email [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

All of the proposals impact Austin High School and our community of 2500 students & staff. Our school is at the epicenter - and there has been little consultation with CAP Transportation. There is local impact to ~~all the roads~~ loop 1 north & north mopac entrance and exit ramps at Cesar Chavez. These ramps force drivers from NB west side & loop under the Cesar Chavez underpass next to AHS and on 5th Blvd. AHS wants a voice in the proposals. ~~and~~ & We are focused on the safety of our students and staff. Come up with a different plan - Go back to drawing board.

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Susan Marone

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

Keep Mopac Local

1) Comprehensive Environmental Study
2) NO tolls Toll roads at all-
3) Invest in alternatives

Protect the downtown Natural Environment.

Toll roads are not for Locals,

Pay off the SH 130 debt to Make it Free in order to decrease traffic on I 35.

Honorable Thom Farrell, Mayor, & Members of the Rollingwood City Council

RE: Please take action oppose tolled, elevated lane expansion of Mopac and the connection of South Mopac to Interestate 35

Dear Mayor Farrell and Members of Council:

Please take action to oppose both the expansion of Mopac with tolled and elevated lanes and the connection of South Mopac over to Interstate 35 with the proposed SH 45 SW toll road. With limited access at the south end, Mopac currently serves local commuters. If South Mopac is expanded and connected to I-35, it will be converted from serving local commuters into an alternate I-35 serving long-distance, inter-regional car and truck traffic. This would make traffic on Mopac worse, not better for current Mopac commuters, including Rollingwood residents.

Thank you for your consideration.

Signed:

Printed Name: ROBERT KUHNS

Address: [redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 2:30:33 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Jennifer Marsh
[redacted]
11/19/2015

Squarespace [redacted]
Form Submission - New Form - Mopac/ Loop 1 South
November 17, 2015 at 6:42 AM
[redacted]

Name: Allyson Marshall

Email Address: [redacted]

Subject: Mopac/ Loop 1 South

Message: Dear CTRMA staff and board members,

I live near MOPAC and 2244 and would like to voice opposition to elevated toll lanes over MoPac and the 2 wishbone bridges. This plan destroys the most beautiful and highly utilized park areas in our city. I have personally met people from other states on Town Lake and they were blown away by how many people were on the trail on a typical day. The Barton Springs area would be negatively impacted as well - a man from New Jersey called it the seventh wonder of the world.

Please choose the "2-toll-lane each direction without elevated lanes" option to maintain the most attractive place in our city while reducing travel times for commuters.

Sincerely,
Allyson Marshall

(Sent via

COMMENTS ON VIRTUAL OPEN HOUSE

A.E.	Martin	11/5/15	With the traffic load we see today on south Mopac it is inconceivable to me that we would consider any expansion less than two lanes each way. Southwest Austin will continue to grow and we should plan for double the traffic in 10 years which would give us the same congestion then as we have today if we build two lanes each way.

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 2:40:59 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Amy Martin
[redacted]
11/18/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of David Martin [redacted]
Sent: Wednesday, November 11, 2015 12:58 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 11, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. David Martin
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 2:00:41 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Kera Martin
Km
11/19/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Robert	Martin	10/22/15	Please ensure that there are direct connectors to downtown. If not, what's the point?

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 04, 2015 4:50:13 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Maria Elena Martinez
[redacted]
11/04/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 9:40:18 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

We have one shot at not dividing the city in half (again). Please keep Our city livable.

Cc: Austin area local, State and Federal officials

Sincerely,
Trey Massengale
[redacted]
11/21/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Bill	Mastin	11/8/15	WATER BILLS..during the period in question I remember MARIA the love of my life 4 the last 52 great and wonderful years...the pressure changed while she was washing ...what a great way to increase customer cost ie money in the coffers by increasing usage on lawn watering days...2 what easier way for the company with meter reading contract to engratiate themselves with AUSTIN WATER then to lie about water meter readings...I HAD TO SUSSESIVE GIGANTIC BILLS WITHIN ..50cents...KLBJ AM TALK SHOWS WERE TALKING LAST FRI about people reviewing security cams finding know read their meter on the day reported on the bill.....I 75 on4 DEC ...USAF/I

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Mark Mathias [redacted]
Sent: Thursday, November 19, 2015 7:53 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Mark Mathias
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Matt Mathias [redacted]
Sent: Thursday, November 19, 2015 1:52 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

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Sincerely,

Mr. Matt Mathias
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Garry Matthews [redacted]
Sent: Wednesday, November 18, 2015 1:24 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Garry Matthews
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 05, 2015 12:20:27 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Felicity Maxwell
[redacted]
11/05/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 2:25:58 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Lisa Maxwell
[redacted]
11/20/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 5:00:38 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Sue Maxwell
[redacted]
11/20/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Mary Ellen Mayer

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

Let's do [redacted] rush hour set up HOV + express bus lanes on Mopac instead of building new tollroads. It will quickly create significant volume for moving people, not vehicles. I suggest this as someone who drives South Mopac to Far West Blvd. for work for nearly two years. During this period, traffic congestion lengthened my commute from ~35 minutes to more than an hour -- or 90 minutes during storms or accidents.

Other steps we should take to ease Austin traffic, esp for future traffic include (but not limited to):

- Coordinate planning between TxDOT, CTRMA & AMPO, Travis county governments and the City of Austin & all affected municipalities, from Sunset Valley to Oak Hill & points west
- Reexamine the Pressler Road proposal for traffic solutions that will have less impact on Austin High & Lamar Beach
- ~~Be honest & open~~ Insist on honest, transparent public discussion of CTRMA plans AND ALLOW INPUT FROM CITIZENS OF AFFECTED COMMUNITIES.
- Once Roads are built, they fill up with traffic. So instead of building NEW toll roads:
  - Use $ 4 billion in new TxDOT funding from proposition 1 to build non-toll road in Austin
  - Pay off debt on 130 tollroad, with that $ + use that to divert ~~truck~~ long distance traffic from I35
- Take steps to protect Austin's jewels: Barton Springs, Zilker Park, Lady Bird Lake, Hike & Bike Trail, LB. Wildflower Center, Austin High, the Edwards Aquifer Recharge Zone. . .

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 3:05:23 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Melanie McAfee
[redacted]
11/18/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Mark Mcallister [redacted]
Sent: Thursday, November 19, 2015 2:23 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mr. Mark Mcallister
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 3:40:38 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Sarah McCalla
[redacted]
11/20/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 4:25:18 PM

Dear TxDOT and CTRMA officials:

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Scott McCarter
[redacted]
11/20/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 2:15:59 PM

Dear TxDOT and CTRMA officials:

Please don't add toll roads. Please add lanes for everybody or nobody.

Sincerely,
Donald McClure

Sincerely,
Donald McClure
[redacted]
11/20/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 12:50:40 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. The benefits of this road network to the community cannot possible outweigh the costs in terms of loss of irreplaceable natural resources and unique habitat.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Austin needs traffic solutions that are forward looking and that will not contribute to future congestion. Tolled roads and additional lanes are not the solution -- they guarantee continued congestion. Austin needs well-designed bus routes, dedicated bicycle lanes, HOV lanes on Mopac so that residents can truly change their behavior. All of us -- traffic engineers, city planners, elected officials, daily commuters and in-close residents -- must find alternatives to personal automobile transport. If we do not choose to take a reasonable alternative public transportation option (or bicycle) we deserve to sit in traffic -- Gerald Dougherty and his developer cronies included!

Cc: Austin area local, State and Federal officials

Sincerely,
Lori McClure
[redacted]
11/18/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Lori McClure

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

The arguments against the proposed changes to S. Mopac far outweigh the limited benefits that would accrue to a very limited number of people who do not even necessarily live in Travis County. Among those arguments are:

1) no alternative to tolled roads is presented – I travel S. Mopac routinely & believe that re-striping S. Mopac for HOV could alleviate congestion.
2) consider something other than cars as a transportation option for Austin. If bus routes, park & ride were available & convenient, people would use it. Cheap gas won't last... and our environment is changing – WE MUST ADAPT.
3) Take tolls off of 130 and make it free – this will also alleviate congestion....
4) Preserve Austin's most vital assets: Barton Springs, Zilker Park, the Aquifer, Hike & Bike Trail....
5) Do the promised comprehensive study – not a piecemeal approach that obfuscates the issues.

We are not idiots – & we don't want tolls. We want, need and deserve better solutions!!!

Lori

From: Austin Chamber of Commerce on behalf of Patrick McCord
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 10:34:53 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

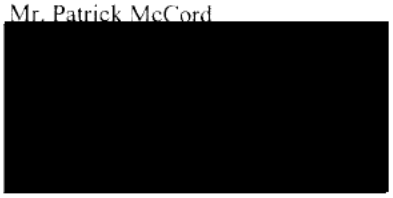
Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Patrick McCord



From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 8:01:19 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
jed mccuistion
[redacted]
11/19/2015

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 SOUTH
November 16, 2015 at 3:34 PM
[redacted]

Name: Amy McCullough

Email Address: [redacted]

Subject: MOPAC/LOOP 1 SOUTH

Message: Dear CTRMA Staff and Board Members,

As a resident of Austin for 6 years, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial. Cities built for cars end up full of cars. Austin would be better served by public transportation improvements than pandering to the single car driver.

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose support our public parkland use, green spaces and community values.

Sincerely,
Amy

(Sent via

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 12:37:53 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Linda McDaniel
[redacted]
11/20/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: C. L McDonald

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

Toll Roads are not the solution to our traffic problems. We must explore all alternatives -- not just toll Roads.

Lets first pay down the SH 130 debt and encourage more traffic to use that road as an Austin bypass.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of morgan mcdonald [redacted]
Sent: Monday, November 09, 2015 1:24 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Miss morgan mcdonald
[redacted]

From: Austin Chamber of Commerce on behalf of Mac McElwrath
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Sunday, November 08, 2015 8:07:17 AM

Nov 8, 2015

Ms. Abby Tomlinson
Austin, TX

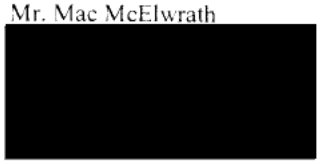
Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Mac McElwrath



From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 13, 2015 7:35:18 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Brenda McGahagin
[redacted]
11/14/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Brenda McGahagin

Addres [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition. Look at alternatives.

I do not support any of these plans. Estranged
I demand a Comprehensive study worth all transportation groups (TXDOT, City, County, etc Bike & Ped groups) impact

Do not connect I-35 to Mopac w/ 45. Does not Solve traffic problems, destroys what we value; Creates more love.

Pay off I-30 - no tolls, make it free.

Restripe MoPac - create free HOV lanes

Use more Park & Rides South, for commuter
More direct buses More rail systems

Better, more & more attractive bike ways

No tolls on MoPac (or anywhere) they benefit the minimum # of people. Free lanes will become more Congested!

More concrete creates more runoff. Damage to gems like Barton Springs, Lady Bird Lake Wildflower Center, our neighborhoods.

Austin can be a fabulous example of

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: RALPH MCGAHAGIN

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

I AM VERY CONCERNED THAT THE MOPAC EXPANSION/TOLL ROAD PROJECT WILL CONNECT I-35 & MOPAC

I BELIVE MOPAC SHOULD BE A LOCAL THROFARE.

I FIND THE TOLL ROAD PROJECT TO BE UNABLE TO ADDRESS MY NEEDS AS A LOCAL RESIDENT. ADDITIONALLY I FEEL TOLL ROADS ON MOPAC WILL MAKE QUALITY OF LIFE IN CENTRAL AUSTIN WORSE.

I BELIEVE THE TOLL LANE PROPOSALS DO NOTHING TO ADDRESS LOCAL TRAFFIC... AND WILL MAKE TRAFFIC LOCALLY WORSE.

ENVIRONMENTAL CONCERNS

I DO NOT WANT TO SUBSIDIZE TOLL ROADS

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Derek McGee [redacted]
Sent: Wednesday, November 11, 2015 10:58 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 11, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Derek McGee
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 04, 2015 7:50:19 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Kelly McGettigan
[redacted]
11/05/2015

COMMENTS ON VIRTUAL OPEN HOUSE

McGovern	Mitchell	11/6/15	Please keep in mind traffic impact at Lamar and 6th & 5th St. Very congested and improvements are warranted. Pedestrian Safety is a concern in this area. Cesar Chavez will also be impacted my the extension of West Ave and Walter Seaholm drive. Again Pedestrian safety should be taken into consideration.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Doug McGregor [redacted]
Sent: Friday, November 20, 2015 3:17 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 20, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Doug McGregor
[redacted]

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 SOUTH
November 18, 2015 at 5:02 PM
[redacted]

Name: Liz McGuire

Email Address: [redacted]

Subject: MOPAC/LOOP 1 SOUTH

Message: Dear CTRMA Staff and Board Members,

In addition to other comments I am submitting, I want to express that I DO NOT support elevated toll lanes of any kind over MoPac. Please do not add a double-decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the Hill Country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial

I request CTRMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review because the project will significantly impact land over the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Austin High School and City of Austin and City of Rollingwood surrounding neighborhoods.

If toll lanes must be built the "2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

The 2-lanes each direction without elevated lanes provides consistency with local plans for park land use because it has the least impact to the park land. Adding elevated lanes damages Austin's parks, restricts community members who use the open spaces, and damages neighboring neighborhoods.

I also support the addition of an 11' multi-use path on the west side of MoPac from Lady Bird Lake to Barton Creek Mall. Instead of the proposed 8' sidewalk, I would like to see an 11' multi-use path that can accommodate both bikes and pedestrians and will connect and seamlessly with Phase III of the MoPac bicycle and Pedestrian project.

Please ensure the plan you choose supports our neighborhoods, our public parkland and our environmental resources.

Sincerely,

Liz McGuire
Deep Eddy resident

(Sent via

From: Elizabeth McGuire
To: [redacted] atomlinson@HNTB.com; [redacted] al.alonzi@dot.gov; [redacted] steve.adler@austintexas.gov; delia.garza@austintexas.gov; ora.houston@austintexas.gov; pio.renteria@austintexas.gov; greg.cesar@austintexas.gov; ann.kitchen@austintexas.gov; don.zimmerman@austintexas.gov; leslie.pool@austintexas.gov; ellen.troxclair@austintexas.gov; kathie.tovo@austintexas.gov; sheri.gallo@austintexas.gov; greg.malatek@txdot.gov; mayorfarrell@cityofrollingwood.com; Brigid.Shea@traviscountytx.gov; Barbara.Rush@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; administrator@cityofrollingwood.com; sbeal@mobilityauthority.com; spusteinyk@molilityauthority.com; mespinoza@mobilityauthority.com; mheiligenstein@mobilityauthority.com
Subject: MOPAC/LOOP 1 SOUTH
Date: Wednesday, November 18, 2015 5:51:26 PM

Dear fellow Austinites,

In addition to other comments I am submitting, I want to express that I DO NOT support elevated toll lanes of any kind over MoPac. Please do not add a double-decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the Hill Country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

I request CTRMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review because the project will significantly impact land over the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Austin High School and City of Austin and City of Rollingwood surrounding neighborhoods.

If toll lanes must be built the "2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

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I also support the addition of an 11' multi-use path on the west side of MoPac from Lady Bird Lake to Barton Creek Mall. Instead of the proposed 8' sidewalk, I would like to see an 11' multi-use path that can accommodate both bikes and pedestrians and will connect and seamlessly with Phase III of the MoPac bicycle and Pedestrian project.

Please ensure the plan you choose supports our neighborhoods, our public parkland and our environmental resources.

Sincerely,

Liz McGuire
Deep Eddy resident

From: Mopac South Contact Form
To: dheath@mobilityauthority.com; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#407]
Date: Friday, November 20, 2015 3:06:20 PM

Name * Rob McIntire

Email *

Address [redacted]

Message *

*What I sent yesterday to txdot slightly updated today thanks to extra library time. If possible I would like this example to be my representative comments, thanks:

First off, let me say I support completely the Keep Mopac Local commonsense, low cost solutions as an alternative to what TxDot and the City are proposing, most especially freeing up 130 from toll to open access to provide true I-35 relief. I also want to make clear that I am in no way affiliated with the organization lest my lengthy comments to follow unduly upset anyone. I am but a local citizen, no more, no less, but the prevailing view of modern politics wants to dumb me down to a "customer" sad to say, but I digress.

What TxDOT proposes with these South Mopac expansion scenarios is a taxpayer funded Apocalypse for the current South Austin community. The traffic studies shown seem to give even more impetus to the ravenous modern international developmental model of slash and burn as they flood our historic communities with a proposed 98% population increase over the next 20 yrs, a nonstarter for anyone who has lived any length of time in Austin. We can recall a still beautifully, pastoral Austin flush with clear running waters, timber, wildlife, and clean, fresh air, a paradise almost as namesake Stephen F. Austin and Mexican Army officer Jose Enrique De La Pena rhapsodized in their diaries during the 1820s and 1836 respectively.

I note the "deluxe" expansion choice(2 express lanes + downtown DC) of the piecemeal study area presented (15th St to Barton Springs Rd, Mopac to Congress) don't improve peak AM South to North commute times in any measurable way that counts. The peak PM North to South commute times propose pedestrian speeds for the do nothing scenario(2.1 mph - 5.365 mph), in effect holding South Austin residents hostage on their way home through how many other piecemeal study areas? Where is the study to explain where this massive stampede of traffic comes from and why does it suddenly need to force it's way into our communities?

It is without irony that I note that your deluxe (2 express lanes + downtown DC) expansion proposes to return us to horse and buggy travel times (3.001 mph-10.81 mph) for this tiny north to south study area. One can only cringe to consider the total travel times from north of Hwy 183 to south of Ladybird Lake with such expansion.

And why no both north AND south travel times mentioned during those peak times, and why no cost estimates for the various options?

As someone who has actually looked into the history of automobile development, my only conclusion is that TxDOT, the Texas Legislature, and international developers wish to develop Austin back to the horse and buggy era, did I get that right? Can it really be considered development for a community when a malignant tumor (Mopac) characterized by unlimited growth (Austin) by local invasion (Trucking Industry/Out of Town Commuters/Local road base services like pizza delivery, UPS, FedEx, restaurants, drug store, ect) and systemic by metastasis, the biological definition of cancer?

The transportation/developmental model for this city specifically is breaking down in a last frenetic grab for taxpayer and real estate property flipping gold before the next real financial derivatives real estate collapse and bank bail outs begin. Simply put, for simple errands and commutes, it don't take a 6000 lb carriage and 300 horses to cart 250 lb Bubba for beer or 100 lb Missy for makeup if I may use some typical stereotypes. The geography, geology, and hydrology of this region doesn't support the current massive infil model as our last rains proved when the Austin Planning Department flooded as well as the Bergstrom Airport Tower which was knocked out of commission for weeks, requiring a Federally equipped trailer for such emergencies for inferior operations. Proven outdated traffic and development designs only forecast ever more such disasters.

Consider that an aspiring young inventor and future US Congressman named Nathan Read was granted the podium before the first ever session of the US Congress in 1790 to display his model of a steam powered, 4 wheel automobile that he requested for a patent for. They laughed him off the podium as deranged, so 110 years of Automobile development was lost due to lack of leadership vision. A few years later Read applied for and was granted two steam engine patents by the newly created patent office that played a key role in the development of the revolutionary steamship and rail locomotive that even saw service as late as the 1960s, more than two centuries, but not for the auto. I dare say given the genius Read possessed, his first ever auto would have run faster than the speeds TxDOT proposes to levy upon our community had he thought there was a market for it.

So the automobile was a Johnny come lately that didn't start to gain traction until around 1900. A French made 1899 Serpollet steamer seated 4, could travel @ Mopac speed limits, and be gassed and watered at today's service stations. A 1906 Stanley steamer proved itself capable of 200 mph speeds with off road capacities that 99.9 percent of autos ever produced could never duplicate, could also be routinely gassed and watered today, but these were vehicles for the rich, not the common man. Enter Henry Ford with the most revolutionary automobile in history, the 1908 Model T that solved every transportation problem of the day by being very cheap, very well built and reliable, easy to maintain, off road capabilities that most cars had to have back then because of poor roads, and could do 45 mph on the low octane gasoline then. All of the above would be considerably constrained by TxDOT's proposed Mopac expansion. What have we the people really gained in transportat ion these past 100 years other than rolling entertainment salons sipping modern gasoline champagnes requiring the the finest megaroads that can be made to clog up the works while shouting out the pretentiousness of their short time on this earth?

What would Nathan design and do today if he could apply himself to the obvious intractable transportation dilemma?

As to my own transportation chops, I am quite proud to be a pedestrian by choice these days from the heart of 78704 South Austin, a traffic solution who doesn't clog your system, yet just before I moved here in 1972 to attend UT, I had purchased the fast production motorcycle made then, the antithesis of pedestrian. I stripped it down, hopped it up further, and was quite proud to say I got 30-40 mpg in town because I never raced it around town like modern bozos do. An amazing 50-80

mpg on the highway too for the decade I owned that bike. In the mid 70s I had an 11-7 job at Mary Lee School in South Austin while living across from the Blind School at 45th and Marathon, a 6 mile commute on my self maintained, 15 speed 1962 Schwinn. I was equally proud I could weave my way through town across the river to make it in 15 min flat, a time that never changed even on the return trip those 300x or so I made loop, an average speed of 24 mph. I'll let the engineering wonks to c alculate the horsepower required to haul a 180 lb load of me and my bike over that distance over dozens of elevation changes, point being it doesn't take much horsepower or fuel to power a high efficiency vehicle. I'd quickly be killed in today's Austin trying to replicate those commutes.

I last made the Mopac commute in 2001 where I could travel 13 miles south to north in 20-25 min in my big Fleetwood, usually as I made my 7AM-4PM schedule. It took about 35-40 min for the return trip south, and woe be me if I couldn't make it out until 4:15-4:30. I'm pretty sure those are Peter Pan times in 2015. I drove a big rig interstate long hauler from 2006-2007, the experience I wouldn't trade for anything, but never wish to duplicate again. They were starting to bring in poorly regulated Mexican trucks and truckers to drive down the poor wages further, and fact is I never could see the efficiency in picking up a Chilean shipment of peaches and plums at Philadelphia wharves to be delivered to Walmart in Houston when Houston is closer to Chile and the Panama Canal with arguably the largest shipping port in America. Rail is also much more efficient and less dangerous to the public than the big federally subsidized trucking industry. When Mopac was built, A ustin voters were promised there would be no Big Trucks allowed, a broken promise with the expansion plans.

So, let's take a satellite image of the study section of Mopac in peak rush hours. Now bisect each north and south artery. On the presumably slower right side, insert the much smaller footprints for a good road bicycle, a Segway, and a 125cc Honda road bike. Now there is all kinds of extra space for these low mass commuters, enough for additional lanes and faster speeds, but not too fast, we're going for average speeds of 30-40 mph max, much superior to stop and go, safer too.

OK then, what are the drawbacks to above vehicles? Fair enough, most don't want to commute on a bicycle inhaling noxious fumes while enduring record heat waves, freezing cold, and always the rain storm. A Segway is too slow, lacking range and weather protection and needs a sitting position. The 125 Honda is more than fast enough, 75 mpg, easy to park, reliable, but lacks weather protection and not enough are skilled enough to ride a motorcycle. In short, the ideal efficient commuting vehicle has yet to be produced because of a lack of vision. I could if I had the means, but if you look at the history of some of the greatest automotive innovators, in spite of some early success, most bit the dust in the sequential 5-7 year depression cycles the US has averaged since it's inception, ironically bought for scrap by Big Bank financed GM to be killed off.

Nonetheless, what I am proposing is well within the current technology, only the concept is innovative. I could do it but lack the resources. TxDOT should well consider future dedicated driving lanes to these sorts of 300-400 lb vehicles equipped with weather protection, modern communications/mapping and a few storage areas for common items like groceries, jackets, ect.

In the meantime, it's time for city leaders to actually start sustained planning around the central core of their their community instead of all this get rich quick boom and bust sociopathy. Booming from a billion dollar city budget in 2001 to nearing 4 billion in 2015, most every big problem facing the city has been self created. Noxious air, slimy creeks, obscene noise levels, new flooding, and what are the health, insurance and ultimately financial costs of all these reprehensible traffic accidents? A hundred or two years from now, these will be considered the dying dinosaur years of community planning and human rights no matter how many dead Confederate statues modern politicos melt

down.

For myself and others, it's like watching the last days of Rome in slo-mo while steeling for the next depression as our modern day Neros fiddle away. I would wish to edit this a bit more, but I've been on limited library time since a Google accident knocked out power in my neighborhood, frying my computer, but the good news is the google guy survived thanks to my neighbor's plush back yard to land on. I'm in a rush to get in before the deadline today or tomorrow. After I finish paying my taxes for next year, I will consult with my son on the appropriate computer model so as to be better messaged for future dialogue.

Good luck all, over and out...

Rob McIntire

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Rob McTutire

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

Where to start? Lacking a keyboard, please excuse my penmanship

How about Nathan Read who proposed the first ever powered four wheel vehicle, submitting a model, steam powered, before the 1st US Congress in 1790 - Congress then was no more visionary than now & just as vicious - They laughed him off the podium as ridiculous. Read went on to submit 2 steam engine patents to the patent office later created that played a key role in development of rail locomotives and steamships - Others such as Sylvester Roper during the Civil War years and later a man named Copeland built a number of steam cars but the populace was not ready until around 1900, so the US lost out on 110 years of auto development for lack of vision

FF >> 115 yrs of auto development and most of the people in Austin can travel no more than 10-40 mph, the same speeds as those early cars, so What Have All The Road Engineers & Big Car Makers Accomplished? A clogged sewer of roads never designed for traffic flow and the current massive population — WOW, and who to thank this but sociopathic infill planners and developers working with TXDOT, ect

Fact; It dont take 200-400 HP/4000-7000 lbs of junk to take a 250 lb man or 100 lb woman down to the store for beer or makeup - Automakers have yet to build a sustainable vehicle for the people nor have road builders designed anything but gridlock,

One Hundred years from now, new generations will note they had wealth, computers, dem[illegible] and this was the best they could do, arguing ou[illegible]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 3:05:33 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Rob McIntire
[redacted]
11/20/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Chris McIntyre [redacted]
Sent: Wednesday, November 18, 2015 2:29 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Chris McIntyre
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 2:35:12 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Claire McKay
[redacted]
11/19/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Roxanne	McKee	11/13/15	MOPAC/LOOP 1 South I am writing these comments in my individual capacity, not as a Rollingwood City Council member. I am opposed to any elevated lanes or wishbone bridges on or near Lady Bird Lake. From an aesthetic viewpoint, they are unattractive and will detrimentally impact the beautiful view of Lady Bird Lake that we now have when crossing it. The proposed elevated lanes and wishbone bridges will detrimentally impact the hill country character that this area now enjoys and will contribute more light and noise pollution than non-elevated lanes. This project will significantly impact land over the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Austin High School, and surrounding communities and cities so that every effort should be made to ensure that the least intrusive option be chosen. An Environmental Impact Statement should be performed. Towering, divisive concrete structures over Lady Bird Lake or the Bee Caves Road intersection at Mopac are not the answer.

From: Roxanne McKee [redacted]
MOPAC/LOOP 1 South
November 13, 2015 at 5:58 PM
[redacted]

To Whom It May Concern,

I am writing these comments in my individual capacity, not as a Rollingwood City Council member. I am opposed to any elevated lanes or wishbone bridges on or near Lady Bird Lake. From an aesthetic viewpoint, they are unattractive and will detrimentally impact the beautiful view of Lady Bird Lake that we now have when crossing it. The proposed elevated lanes and wishbone bridges will detrimentally impact the hill country character that this area now enjoys and will contribute more light and noise pollution than non-elevated lanes. This project will significantly impact land over the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Austin High School, and surrounding communities and cities so that every effort should be made to ensure that the least intrusive option be chosen. An Environmental Impact Statement should be performed. Towering, divisive concrete structures over Lady Bird Lake or the Bee Caves Road intersection at Mopac are not the answer and do not have to be the answer.

Sincerely,

Roxanne McKee
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Bill McLean [redacted]
Sent: Tuesday, November 10, 2015 8:43 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 10, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Bill McLean
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Carlotta McLean [redacted]
Sent: Wednesday, November 18, 2015 8:52 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Carlotta McLean
[redacted]

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 SOUTH
November 17, 2015 at 7:40 PM
[redacted]

Name: Mary McMahon

Email Address: [redacted]

Subject: MOPAC/LOOP 1 SOUTH

Message: Dear CTRMA Staff and Board Members,

I thank you and appreciate the detailed work of your staff and board as well as the efforts of those affected by these proposed changes. And I am glad for the opportunity as a neighbor to have input into the MoPac plan after being given information through CTRMA to study and consider.

To be clear, I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will add more noise and light pollution (than not building up) to Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake and Austin High school. The land over the Edwards Aquifer recharge zone including surrounding City of Austin and Rollingwood neighborhoods will surely be impacted by this extent of road construction. I request CTRMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review before a final plan is adopted.

In addition I urge CTRMA to reexamine alternatives to converting MoPac South into a toll road. HOV and transit only lanes should be compared with the toll and general purpose lane options proposed to give the public an understanding of why toll lanes are being considered as the only option.
The major changes approved by voters for regional non-tolled road funding in the recent election may provide the alternative necessary to keep from having to convert MoPac South into a toll road. Along with a no-build scenario, other options such as expanding telecommuting, ride sharing, and rail should be considered.

If toll lanes must be built as a last resort, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.
The 2-lane each direction without elevated lanes option will be more likely to be delivered in a timely manner because it requires no right of way be taken from Zilker Park, Lady Bird Lake or Lamar Beach Park. There will also be more support from neighboring cities and residents if elevated structures are not included in the plan.

Please ensure the plan that is ultimately chosen supports our public parkland use, green spaces and community values.
Sincerely,

Mary McMahon
[redacted]

(Sent via

From: Mary McMahon
To: [redacted] Abby Tomlinson; [redacted] al.alonzi@dot.gov; [redacted] steve.adler@austintexas.gov; delia.garza@austintexas.gov; ora.houston@austintexas.gov; pio.renteria@austintexas.gov; greg.cesar@austintexas.gov; ann.kitchen@austintexas.gov; don.zimmerman@austintexas.gov; leslie.pool@austintexas.gov; ellen.troxclair@austintexas.gov; kathie.tovo@austintexas.gov; sheri.gallo@austintexas.gov; greg.malatek@txdot.gov; mayorfarrell@cityofrollingwood.com; Brigid.Shea@traviscountytx.gov; Barbara.Rush@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; administrator@cityofrollingwood.com; sbeal@mobilityauthority.com; spusteinyk@molilityauthority.com; mespinoza@mobilityauthority.com; mheiligenstein@mobilityauthority.com
Subject: FW: MOPAC / LOOP 1 South
Date: Tuesday, November 17, 2015 9:55:48 PM

Dear CTRMA Staff and Board Members,

I thank you and appreciate the detailed work of your staff and board as well as the efforts of those affected by these proposed changes. And I am glad for the opportunity as a neighbor to have input into the MoPac plan after being given information through CTRMA to study and consider.

To be clear, I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will add more noise and light pollution (than not building up) to Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake and Austin High school. The land over the Edwards Aquifer recharge zone including surrounding City of Austin and Rollingwood neighborhoods will surely be impacted by this extent of road construction. I request CTRMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review before a final plan is adopted.

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Please ensure the plan that is ultimately chosen supports our public parkland use, green spaces and community values.
Sincerely,
Mary McMahon
[redacted]

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Steve McMillen

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

Fixing I-35, promoting (i.e., removing tolls) the 130 Loop, and locally, improving intersections would greatly improve traffic flow. WE DON'T NEED TO EXPAND MOPAC!

It's been proven over & over, in cities across the U.S., more lanes do not relieve traffic. More lanes invites more traffic that results in the same traffic issues. It creates a car city instead of a livable city.

Traffic issues are universal. In some ways, there are no real solutions to certain traffic issues. Traffic is just a reality in this extended age of the automobile. Traffic is a function of balancing existing infrastructure, and part of that balance is to maximize efficiency and utilization of existing infrastructure.

For example re-striping or signaling Mopac south during rush hour would greatly improve traffic flow. I've seen this in many other cities, to useful and beneficial effect, and I'm suprised it's not implemented here.

I DON'T WANT MOPAC CONNECTED TO I-35! I DON'T WANT MOPAC EXPANDED JUST NORTH (AUSTIN HIGH) AND SOUTH OF LADY BIRD LAKE

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 8:30:29 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Robin McMillion
[redacted]
11/19/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 4:30:12 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Charles McNair
[redacted]
11/19/2015

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Tuesday, November 03, 2015 9:38 AM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#373]

Name * Daniel McNamara

Email * [redacted]

Address

Message *

I own property at 404 and 406 Farley Trail in Rollingwood, about 2 blocks from the Zilker Park Clubhouse and the Austin Nature Center "greenbelt". While I accept the background noise of the current MoPac alignment as a consequence of proximity, I am STRONGLY OPPOSED to the South MoPac proposals, especially the elevated portions. Not only would this greatly increase the noise nuisance for my property there but also would make the elevated portions visible from my house. Perhaps even more importantly it would seriously impact the Nature Center and the Zilker Park Clubhouse – two of Austin's treasures. I encourage you to be creative in seeking solutions to the traffic load on MoPac without butchering this significantly important area of Austin.

Thank you for your consideration – Dan McNamara

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Chuck McOsker [redacted]
Sent: Wednesday, November 18, 2015 4:51 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Chuck McOsker
[redacted]

John Whitfield

From: McVeety, Elizabeth [redacted]
Sent: Friday, November 20, 2015 7:40 AM
To: Abby Tomlinson; Megan Klein
Subject: MoPac stakeholders study

Hello! I was not able to attend, but wanted to be sure to voice my concerns for my site and for our sister site, the Austin Nature & Science Center. It looks as though the bridge might come onto over our property line? Is that accurate? MoPac is already loud for us, so sound walls need to be added to the plans. Crosswalks and parking improvements are certainly needed. Otherwise, I thought your list of suggestions looked great. Thank you!

Elizabeth McVeety
[redacted]

Please consider the environment before printing this email
Sign up for "Austin Notes" at AustinTexas.gov/media the City of Austin E-Newsletter for up to date Parks and Recreation Department news.

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 SOUTH
November 18, 2015 at 2:36 PM
[redacted]

Name: Jaime Medina

Email Address: [redacted]

Subject: MOPAC/LOOP 1 SOUTH

Message: I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road.

A double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road will be 45-50 feet above ground level and will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character, look and feel from peaceful and green to highly urbanized and industrial. Elevated lanes will also add more noise and light pollution (than not building up) to Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, and Austin High school.

I request CTRMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review because the project will significantly impact land over the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Austin High School and City of Austin and City of Rollingwood surrounding neighborhoods.

If toll lanes must be built, the 2 Toll lanes each direction without elevated lanes option will have the least impact to the park, schools, recreation centers and neighborhoods:

• The 2-lanes each direction without elevated lanes option meets all of the MoPac South project "goals and objectives" set by CTRMA and this option is consistent with the CAMPO 2040 Long Range Plan. Providing direct access to toll users into the downtown area is not a goal or objective identified by CTRMA or CAMPO for this project.

• The 2-lanes each direction without elevated lanes provides consistency with local plans for park land use because it has the least impact to the park land. Adding elevated lanes damages Austin's parks, restricts community members who use the open spaces, and damages neighboring neighborhoods.

• The 2-lanes each direction without elevated lanes option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

• The 2-lanes each direction without elevated lanes option provides reduced congestion and travel time savings for all roadway users in 2035 with results comparable to both the Double decker over Lady Bird Lake and double decker wishbone bridges. If free lanes are added to match the capacity of other plans, more congestion and time savings can be achieved without building elevated lanes.

• The 2-lanes each direction without elevated lanes is the more fiscally responsible option because the cost is $30 Million less than the double decker wishbone bridges and $40 million less lane the double decker over Lady Bird Lake concept, but the results are almost identical.

• The 2-lanes each direction without elevated lanes option minimizes impact to our water quality because it will mean less construction and less concrete over our aquifer and near Lady Bird Lake than if elevated structures were built.

• The 2-lane each direction without elevated lanes option lowers the impact on the natural and human environment because there will be less impact to the park and neighborhoods, less noise pollution, less light pollution and less ascetically unattractive bridges than if elevated structures were built.

• The 2-lane each direction without elevated lanes option will be more likely to be delivered in a timely manner because it requires no right of way be taken from Zilker Park, Lady Bird Lake or Lamar Beach Park. There will also be more support from neighboring cities and residents if elevated structures are not included in the plan.

• The 2-lane each direction without elevated lanes provides toll road users and emergency vehicles plenty of time and ability to safely maneuver and exit downtown. If there is an accident on the elevated portion of the toll lane it could actually make response times slower or impossible for emergency responders as there will be no way to exit the elevated structures until fully descended.

I also support the addition of an 11' multi-use path on the west side of MoPac from Lady Bird Lake to Barton Creek Mall. Instead of the proposed 8' sidewalk, I would like to see an 11' multi-use path that can accommodate both bikes and pedestrians and will connect and seamlessly with Phase III of the MoPac bicycle and Pedestrian project.

Please make sure to fully consider the social, economic, and environmental consequences of building up. Please ensure the plans you choose support our public park land use, green spaces and community values.

(Sent via

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, October 29, 2015 11:15:19 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

As a professional biologist well aware of air pollution, climate change and fossil fuel pollution from extraction to burning, I am NOT in favor of more destructive road building but rather giving people alternatives through efficient, affordable mass transit. Please use your office and personal authority to demand that CTRMA and TxDOT back up and study a strong mass transit component, and not the proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, health, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed and should make a true valuation of costs and benefits, long term.

Of strong note, this comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the

Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a se

Sincerely,
Mona Mehdy
[redacted]
10/30/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: MONA MEHDY

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

All major cities are moving towards MASS TRANSIT as they face population pressure, high costs of land, air pollution, diminished public health, high costs, and climate change.

CTRMA, Tx Dept of Transportation needs to work on MASS TRANSIT as the required direction to preserve a liveable city, liveable planet

Use the new Proposition approved non-toll monies to

1) pay off I-30 debt so become free so traffic moves
2) Change existing MOPAC lanes to HOV - Not toll
3) Use state monies for MASS TRANSIT

I do not approve any of the present proposals.

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 9:00:24 PM

Dear TxDOT and CTRMA officials:

Passing this will result in another step of ruining this once great city. Greed is destroying all that made this city once great. Greed pollutes our sacred Barton Springs. Greed builds more condos and packs more people into Austin than can survive once a real drought hits. What then? You do not care about the citizens or you will not proceed with the over development and tolling of mopac. The highways aren't the problem. Stupid people and stupid non solutions are more of the same problem causing thing that is already going on during our twice a day 3++ hour rush hour. WAKE UP!!!! We need new outside the standard thinking to make progress.. How about a gondola instead?

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Kat Meinkoth
[redacted]
11/21/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 3:50:29 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Megan Meisenbach
[redacted]
11/18/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Beatriz Mejia

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

I want to make regional traffic better, but not at the expense of local traffic. To the end of improving regional traffic, I support a dedicated bus lane on MoPac and it share use with an HOV lane. Buses & Rideshare move our Austin citizens to Central Austin, got toll lanes. Let the buses run into the neighborhoods where more of our citizens come ~~through~~ from into Downtown.

I do have a student at Austin High School. I have another child who will be here next year. I also regularly use the Hike & Bike Trail, the Butler Trail, and enjoy ACL Fest each year. I am fortunate to live close by, but I want my fellow Austinites who live further out to have reasonable and affordable means to come into central Austin. Improve our public transportation. Make more bus routes, have more rideshare opportunities, and use technology to put us in cars together. Please advocate for solutions that protect our children, our city, and our environment.

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 8:05:33 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Deborah Meleski
[redacted]
11/19/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 6:25:27 PM

Dear TxDOT and CTRMA officials:

DON'T HOUSTON MY AUSTIN!

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Angela Melina Raab
[redacted]
11/21/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 11:15:19 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Ted Melina Raab
[redacted]
11/19/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Julia Merritt [redacted]
Sent: Thursday, November 19, 2015 7:01 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Julia Merritt
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Julie Merritt [redacted]
Sent: Wednesday, November 18, 2015 7:52 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Julie Merritt
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 6:30:11 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Louis Mestier
[redacted]
11/20/2015

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Thursday, November 19, 2015 2:29 PM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#401]

Name * Linda Metrick

Email * [redacted]

Address

Message * Elevated lanes over Town Lake and near Bee Cave Road would add noise and be unsightly. The plan to take northbound express lane traffic exiting Cesar Chavez out of the express lane at Barton Skyway would be better. We navigate a similar situation on the Katy Tollway and it's not difficult.

The southbound Mopac exit and access road at Bee Caves Road is already difficult and should not be made more so by adding traffic there.

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Friday, November 20, 2015 12:50 PM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#404]

Name * Luke Metzger

Email * [redacted]

Address

Message *

Environment Texas would like to thank Central Texas Regional Mobility Authority (CTRMA) and the Texas Department of Transportation (TxDOT) officials for this opportunity to take public opinion on this critical issue that will have dire effects on our community and our environment. Environment Texas is a statewide, non-profit, citizen-funded organization that advocates for clean air, clean water, and open spaces. Environment Texas writes today to express opposition to transportation officials most recent recommendation to turn the eight miles between Cesar Chavez Street and Slaughter Lane into privately tolled roadways.

Our primary concern with this road project is its impact on the environment, specifically on local air and water quality in light of the fact that TxDOT's own analysis proves that the express lanes will increase traffic in Austin and the surrounding areas. TxDOT predicts that building the new highway segment would increase the number of miles driven by an average of 15 percent on all roads in the surrounding area. All of that traffic would result in more air pollution than would happen without the highway.

Further compounding the project's environmental damage, nearly all of the road's planned route crosses above the Edwards Aquifer, which provides drinking water for 2 million Texans. In addition, the road would pass 350 feet from the entrance to Flint Ridge Cave, a key part of the recharge system for the Edwards Aquifer, which is particularly vulnerable to pollution from surface water runoff from the highway. The aquifer is also the source of the Barton Springs, a key natural and recreational aspect of the Austin area that is also home to the federally endangered Texas blind salamander and Barton Springs salamander.

Some portions of the private toll road project's water pollution control plans allow for oil, grease and other pollutants resulting from construction and use of the highway to enter the area's surface water and groundwater.

The money intended for this eight-mile stretch of private toll roads could be used to help support other transportation priorities in the area. The surface conditions of existing roads in Austin and the surrounding counties, for example, are expected to decline from 2015 through 2018, even with the level of investment currently scheduled. Moreover, there are twenty-one structurally deficient bridges in the region covered by the Capital Area Metropolitan Planning Organization.

In addition, funds are needed to support the growing range of transportation options that are already enabling more residents in fast-growing Austin to travel without adding to congestion on the roads. For example, the city's transportation agency, Capital Metro, wants to spend $29 million to lay a second set of tracks to improve Red Line service into downtown, and another $111 million to buy additional rail cars, upgrade stations, and make other improvements to allow for even more passenger service. All of these serve as better options than building a toll road that will increase traffic and pollute the Edward's Aquifer, Barton Springs, and the air.

Sincerely,

Luke Metzger

Director, Environment Texas

From: [redacted]
To: [redacted]
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Saturday, October 24, 2015 2:55:16 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Inger & Jacob Mey, Austin residents since 1966 and deeply worried about this proposed 'development' of our beautiful city!

Sincerely,
Jacob L & Inger Mey
[redacted]
10/24/2015

Honorable Thom Farrell, Mayor, & Members of the Rollingwood City Council

RE: Please take action oppose tolled, elevated lane expansion of Mopac and the connection of South Mopac to Interestate 35

Dear Mayor Farrell and Members of Council:

Please take action to oppose both the expansion of Mopac with tolled and elevated lanes and the connection of South Mopac over to Interstate 35 with the proposed SH 45 SW toll road. With limited access at the south end, Mopac currently serves local commuters. If South Mopac is expanded and connected to I-35, it will be converted from serving local commuters into an alternate I-35 serving long-distance, inter-regional car and truck traffic. This would make traffic on Mopac worse, not better for current Mopac commuters, including Rollingwood residents.

Thank you for your consideration.

Signed: Jennifer Meyer

Printed Name: Jennifer Meyer

Address: [redacted]

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

Raj Mr

RAJEVE MICHEL [redacted]

Printed Name Address

Additional Comments:

AUSTIN IS A GREEN COMMUNITY!

ELEVATED LANES WILL TURN OUR PICTURESQUE

AND GREEN ENVIRONMENT INTO AN INDUSTRIAL

EYE SORE. IN ADDITION - THE ADDED

NOISE AND LIGHT WILL MAKE LIVING

IN THE CORE OF AUSTIN UNENJOYABLE.

I BELIEVE IN HELPING WITH CONJESTION AS IT IS NECESSARY FOR GROWTH BUT ELEVATED TOLLWAYS ARE NOT THE ANSWER AS IT WILL PERMANTELY DAMAGE THE CORE OF AUSTIN.

I WOULD ONLY PREFER & ENDORSE THE "TWO LANES WITHOUT ELEVATED LANES."

ALSO, I DEMAND MORE RESEARCH & STUDY OF THE ENVIRONMENTAL IMPACT ON THE EDWARDS AQUAFIER & THE GREENSPACE AT ZILKER PARK.

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 11, 2015 2:50:13 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Robert Mick
[redacted]
11/11/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 6:40:39 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Deanna Miesch
[redacted]
11/21/2015

From: Austin Chamber of Commerce on behalf of Josh Miksch
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 2:03:44 PM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Josh Miksch

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

Erica Miles

Erica Miles [redacted]

Printed Name Address

Additional Comments:

I am Concerned ~~~~ with the visual, audio and light impacts that will affect Rollingwood, Zilker and surrounding areas and wildlife. Aesthetics matter and we want to keep Austin beautiful and protect our property values.

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 12:37:12 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Nancy Millard
[redacted]
11/20/2015

John Whitfield

From: Austin Chamber of Commerce [redacted]

Sent: Thursday, November 19, 2015 8:01 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Breanne Miller

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Monday, November 09, 2015 9:10:15 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.
Please remove tolls from SH 130 to divert traffic from I-35, add rush hour HOV lanes, park and rides and NO MORE expensive,damaging toll roads that make traffic worse!

Sincerely,
Karen Miller
[redacted]
11/10/2015

From: Karen Miller

To: [redacted] atomlinson@HNTB.com; [redacted] al.alonzi@dot.gov; [redacted] steve.adler@austintexas.gov; delia.garza@austintexas.gov; ora.houston@austintexas.gov; pio.renteria@austintexas.gov; greg.cesar@austintexas.gov; ann.kitchen@austintexas.gov; don.zimmerman@austintexas.gov; leslie.pool@austintexas.gov; Troxclair, Ellen; kathie.tovo@austintexas.gov; sheri.gallo@austintexas.gov; greg.malatek@txdot.go; mayorfarrell@cityofrollingwood.com; Brigid.Shea@traviscountytx.gov; Barbara.Rush@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; administrator@cityofrollingwood.com; sbeal@mobilityauthority.com; spusteinyk@molilityauthority.com; mespinoza@mobilityauthority.com; mheiligenstein@mobilityauthority.com

Subject: South MoPac toll roads

Date: Sunday, November 15, 2015 2:39:40 PM

I cannot believe it will take a constitutional amendment to take away the power of the Regional Transit Authority to build a double decker toll road that is not wanted by the AUSTIN CITY COUNCIL and the TRAVIS COUNTY COMMISSIONERS,much less the neighbors and friends of Barton Springs, the hike and bike,Austin High School and the Y. Please do not build this road. Please consider express lanes (one or two) to downtown and do not put in a toll road that no one can afford to use. 130 is empty most of the time and we just passed a Consititutional Amendment for more toll free roads, so why not make this free and see if traffic is diverted from downtown Austin. This double decker toll road or ANY toll road will ruin Lady Bird Lake, Cesar Chavez, Austin High, the Pet Center, the Y and the ball fields. and tolls will be so high during rush hour that no one will use it. Please consider the people!

Karen S Miller

[redacted]

Squarespace [redacted]
Form Submission - New Form - MoPac Loop 1 South
November 15, 2015 at 2:24 PM
[redacted]

Name: Karen Miller

Email Address: [redacted]

Subject: MoPac Loop 1 South

Message: Dear CTRMA Staff and Board Members,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.
I am against the toll lanes because the tolls will be so high. Please consider one or two express lanes to downtown instead of toll roads..Toll road 130 is empty most of the time and should be a free road to divert IH 35 traffic from downtown Austin.
I cannot believe that it will take a Constitutional Amendment to take the power away from you to build toll roads, declare imminent domain and ruin our cities. People in San Antonio are against your plan to make 281 a toll road.
Austin City Council and Travis County Commissioners are against the proposed toll roads and you can still do it..THIS IS SO WRONG. Please listen to the people!

Please ensure the plan you choose support our public parkland use, green spaces and community values.

Sincerely,

(Sent via

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 4:40:22 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Kathi Miller
[redacted]
11/20/2015

From: Austin Chamber of Commerce on behalf of Paul Miller
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 10:34:47 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Paul Miller

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

JASON MILLS

Printed Name

[redacted]

Address

Additional Comments:

My support is for the "NON-ELEVATED" plan. This supports our land use and neighborhoods Provides the capacity necessary for travel but limits impact on our neighborhoods and overall community. This will forever change our city's landscape and the

high-impact to green space - creating a more industrialized environment.

Honorable Thom Farrell, Mayor, & Members of the Rollingwood City Council

RE: Please take action oppose tolled, elevated lane expansion of Mopac and the connection of South Mopac to Interestate 35

Dear Mayor Farrell and Members of Council:

Please take action to oppose both the expansion of Mopac with tolled and elevated lanes and the connection of South Mopac over to Interstate 35 with the proposed SH 45 SW toll road. With limited access at the south end, Mopac currently serves local commuters. If South Mopac is expanded and connected to I-35, it will be converted from serving local commuters into an alternate I-35 serving long-distance, inter-regional car and truck traffic. This would make traffic on Mopac worse, not better for current Mopac commuters, including Rollingwood residents.

Thank you for your consideration.

Signed:

Printed Name: Jason Mills

Address: [redacted]

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

Laurie Mills [redacted]

Printed Name Address

Additional Comments:

I fully support NON-ELEVATED toll lanes of ANY KIND. I support this because I want to preserve the landscape of our city. As a close neighbor to this area, it is important to me and my family to provide necessary

transportation improvements in the least obtrusive means. Austin has a unique environment and feel – let's NOT lose that. There are options – non-elevated lanes – that will support both efforts.

Thank you!

From: Austin Chamber of Commerce on behalf of Sean Mills
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 10:33:42 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Sean Mills
[redacted]

From: Austin Chamber of Commerce on behalf of Mark Milstead
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 3:33:43 PM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

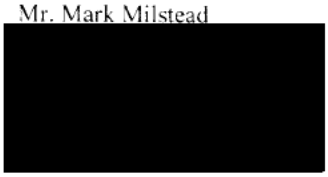
Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Mark Milstead



COMMENTS ON VIRTUAL OPEN HOUSE

Doug	Mink	11/15/15	This EIS should be joined with the additional nearby project your agency is trying to construct, as well. Your methodology is highly suspect. And as we see from the continued delays and problems on N MoPac, your competence is highly suspect. This project should not be constructed. It will be a waste of money and do nothing for anyone except a bunch of highway contractors.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of James Miri [redacted]
Sent: Tuesday, November 17, 2015 4:02 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 17, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. James Miri
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 9:40:50 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Maxine Missios
[redacted]
11/19/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Cathy Mitchell [redacted]
Sent: Monday, November 09, 2015 4:54 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Cathy Mitchell
[redacted]

COMMENTS ON VIRTUAL OPEN HOUSE

Marion	Mlotok	11/19/15	WHEREAS, because of limited access at the south end of Mopac, Mopac currently operates as a local highway serving primarily local commuters; and WHEREAS, the conversion of Mopac from a local commuter highway to a western loop, or western Interstate 35 alternative, has never been studied or carefully considered by CAMPO, the City of Austin, Travis County, the CTRMA, TxDOT, or the Austin community; and WHEREAS, in light of Mopac traffic already exceeding capacity during peak hours, it raises serious questions about the propriety of adding more traffic to South Mopac by constructing the SH 45 SW toll road at this time and prior to having a comprehensive plan for South Mopac and the Lady Bird Lake bridge; and WHEREAS the Austin City Council, upon recommendations from the Imagine Austin Citizens Task Force, voted to exclude the proposed SH 45 SW toll from the Imagine Austin plan; and WHEREAS, the Lady Bird Johnson Wildflower Center has identified the proposed construction of SH 45 SW Phase I as posing a threat to the viability of the Center as a result of the added traffic, noise, and other impacts that would be added to South Mopac, and WHEREAS, while traffic flow and safety improvements on South Mopac are very much needed, any such improvements would likely be overwhelmed when traffic is directed from Interstate 35 and FM 1626 to Mopac by way of the proposed SH 45 SW, causing real harm to Mopac neighbors and current Mopac commuters; NOW, THEREFORE, BE IT RESOLVED, that the Travis Country Homeowners Association Board of Directors joins with the Lady Bird Johnson Wildflower Center and others in calling for a comprehensive study of the proposed SH 45 SW/Mopac tolled loop expansion prior to construction of SH 45 SW, Phase I and that such comprehensive study analyze alternatives that would improve north-south traffic flow on I-35, SH 130, and Mopac without diverting I-35 traffic to Mopac via the proposed SH 45 SW; and BE IT FURTHER RESOLVED that the Board of Directors asks Austin Mayor Steve Adler and the Austin City Council, Travis County Judge Sarah Eckhardt and the Travis County Commissioners Court, and State Senator Donna Campbell join with us in urging the Central Texas Regional Mobility Authority and TxDOT to undertake the above-requested comprehensive study before initiating construction on SH 45 SW; and BE IT FURTHER RESOLVED that the Board of Directors asks the above persons and entities to work with the Board and others to initiate immediate non-tolled improvements to Mopac that would (or could) include restriping of existing shoulders to add a lane; designating a lane a High Occupancy Vehicle lane during peak hours; providing transit and park and ride options; strengthening ride share opportunities; and improving intersections.

925 ✓

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Marion Mlotok

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

Do not build more lanes.
No toll lanes.
Start with striping for HOV lanes.

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 8:00:51 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Marilyn Mock
[redacted]
11/19/2015

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): A.D. Moore

ADDRESS: [redacted]

COMMENTS: ★"NO BUILD" of any section until ALL of it has been studied! ★ NO FLYOVER! ★ No MORE TOLL LANES! ★ NO CONNECTION TO I35 /SH45! ★ THESE PROPOSED ADDITIONS WILL NEGATIVELY IMPACT AUSTIN HIGH SCHOOL AND THE PARK LANDS on CESAR CHAVEZ! ★ SAVE OUR AQUIFER! ★ NO DOUBLE DECKER on MOPAC AT TOWNLAKE!
What we DO WANT! ★ HOV Lanes!!!
★ Shuttle traffic to SH130 – make 130 free!!!
Better mass transit systems!
Better ride share / carpool options.

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

☐ I am employed by TxDOT

☐ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

3

[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 12:50:49 PM

Dear TxDOT and CTRMA officials:

"We choose none of the above."

My family, friends and I wish for NONE of the 6 proposed plans.

NO FLYOVER
NO DOUBLE DECKER
NO MORE TOLL LANES
NO CONVERTING MOPAC INTO I35 WEST (BY CONNECTING SH45 SW)

INSTEAD: We choose:
HOV lanes,
better ride sharing programs,
better mass transit (buses, light rail and other solutions)
better walking and bike paths- away from the toxic fumes and other dangers of cars
Force all through traffic (especially the 15% of truck traffic) onto SH130. This would be an OVERNIGHT REDUCTION in Austin's traffic by at least 15%!!! That would help.

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Amanda Moore
[redacted]
11/20/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Amanda Moore

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

"NO BUILD"

We need better mass transit (bus + light rail/gondola) AND HOV LANES! NOT MORE TOLL LANES & NOT DOUBLE DECKER MoPAC.

PROTECT EDWARDS AQUIFER!

KEEP MOPAC LOCAL!

No Connect to I35.

Thank-you!

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Linda Moore

Address: [redacted]

Ema[redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

I am opposed to all six options you are considering for the expansion of South MoPac.

From: Austin Chamber of Commerce on behalf of Tatum Moore
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 11:04:16 PM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

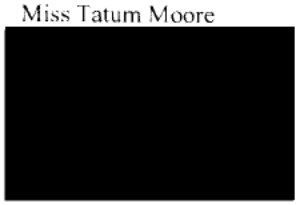
Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Miss Tatum Moore



From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 7:36:02 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Tim Moore
[redacted]
11/19/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 2:05:48 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Laura Mordecai
[redacted]
11/20/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 7:15:19 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Jill Morena
[redacted]
11/21/2015

From: Austin Chamber of Commerce on behalf of Hitoshi Morikawa
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 2:33:39 PM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Hitoshi Morikawa
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Jessica Morris [redacted]
Sent: Wednesday, November 18, 2015 1:21 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Jessica Morris
[redacted]

From: Austin Chamber of Commerce on behalf of Mike Morris
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 1:33:39 PM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

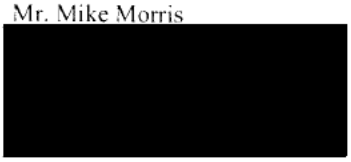
Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Mike Morris



From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, October 23, 2015 2:50:17 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Phillip Morris
[redacted]
10/23/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Brittany Morrison [redacted]
Sent: Wednesday, November 11, 2015 12:28 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 11, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Brittany Morrison
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 9:35:54 AM

Dear TxDOT and CTRMA officials:

KEEP MOPAC LOCAL Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Trucks should be required to take the toll roads instead of coming through downtown Austin congesting traffic.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse and support for staggered work shifts..

Cc: Austin area local, State and Federal officials

Sincerely,
Susan Morrison
[redacted]
11/19/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, October 22, 2015 12:30:35 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
D.J. Morrow
[redacted]
10/22/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Melissa Morrow

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

Pay off 130 and make it free for all ~~commuters~~ cars.

Set the goal to improve travel time ~~only~~ for non-toll lanes, do not settle for less.

Take the time to come up with a comprehensive plan for everyone.

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 5:21:11 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Melissa Morrow
[redacted]
11/20/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 6:10:54 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Robert Morrow
[redacted]
11/19/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Jon Moscoe [redacted]
Sent: Wednesday, November 18, 2015 2:52 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Jon Moscoe
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Sunday, November 15, 2015 11:40:22 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

All of the toll road options currently under consideration will increase congestion on MoPac, and yet will cost a fortune. Please use your authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed in pieces and without regard to the overall impact on Austin. It is impossible to evaluate impacts on Austin traffic without looking at the entire north-south traffic flow.

Toll roads will benefit very few commuters and will make congestion worse for everyone else. Better solutions to consider include HOV lanes and the removal of tolls from SH 130.

Thank you,

Katherine Mosley

Sincerely,
Katherine Mosley
[redacted]
11/16/2015

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): Kim Mosley

ADDRESS: [redacted]

COMMENTS: All of these plans cost an incredible amount of money for very little improvement in our traffic issues. A toll lane that is too expensive for most people to use and is designed to hold a few cars in order to keep the lane open will not benefit the general public. An HOV lane that reduces cars on the road and encouraging park and ride/express buses will be a more affordable option, actually decrease traffic and preserve an important green space area that makes Austin special.

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

☐ I am employed by TxDOT

☐ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

5

[redacted]

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Kim Mosley

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

All of the proposed toll road plans will do nothing to alleviate the terrible congestion presently on MoPac. The extravagantly high toll fees will only be used by the wealthy few - a minimal number of Austin citizens will be able to afford/use these. If traffic congestion was the real concern, there would be more helpful options. An HOV lane would actually reduce the number of cars on the road and encouraging bus express/Park and Rides would alleviate congestion even more. Building elevated lanes across the green space (Lady Bird Lake, Zilker Park etc) will destroy what makes Austin special with no benefit to the general public. Let's find a better solution that will actually improve traffic congestion.

Toll Road 130 is underutilized and would be a better solution to relieving I-35 traffic. Why not remove tolls and get trucks off I-35 as well as other traffic just passing through Austin.

Squarespace [redacted]
Form Submission - New Form - MOPAC South
November 16, 2015 at 3:25 PM
[redacted]

Name: Courtney Moss

Email Address: [redacted]

Subject: MOPAC South

Message: Dear CTRMA Staff and Board Members,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

A double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road will be 45-50 feet above ground level and will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character, look and feel from peaceful and green to highly urbanized and industrial. Elevated lanes will also add more noise and light pollution (than not building up) to Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, and Austin High school.

The 2-lane each direction without elevated lanes option will be more likely to be delivered in a timely manner because it requires no right of way be taken from Zilker Park, Lady Bird Lake or Lamar Beach Park. There will also be more support from neighboring cities and residents if elevated structures are not included in the plan.

Please ensure the plan you choose support our public parkland use, green spaces and community values.

Sincerely,
Courtney Moss

(Sent via

From: Courtney Moss
To: [redacted] atomlinson@HNTB.com; [redacted] al.alonzi@dot.gov; [redacted] steve.adler@austintexas.gov; delia.garza@austintexas.gov; ora.houston@austintexas.gov; pio.renteria@austintexas.gov; greg.casar@austintexas.gov; ann.kitchen@austintexas.gov; don.zimmerman@austintexas.gov; leslie.pool@austintexas.gov; ellen.troxclair@austintexas.gov; kathie.tovo@austintexas.gov; sheri.gallo@austintexas.gov; greg.malatek@txdot.go; mayorfarrell@cityofrollingwood.com; Brigid.Shea@traviscountytx.gov; Barbara.Rush@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; administrator@cityofrollingwood.com; sbeal@mobilityauthority.com; spusteinyk@mobilityauthority.com; mespinoza@mobilityauthority.com; mheiligenstein@mobilityauthority.com
Subject: MOPAC - NO elevated lanes PLEASE!!!!! Here is why!
Date: Monday, November 16, 2015 3:26:43 PM

Dear CTRMA Staff and Board Members,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

A double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road will be 45-50 feet above ground level and will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character, look and feel from peaceful and green to highly urbanized and industrial. Elevated lanes will also add more noise and light pollution (than not building up) to Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, and Austin High school.

The 2-lane each direction without elevated lanes option will be more likely to be delivered in a timely manner because it requires no right of way be taken from Zilker Park, Lady Bird Lake or Lamar Beach Park. There will also be more support from neighboring cities and residents if elevated structures are not included in the plan.

Please ensure the plan you choose support our public parkland use, green spaces and community values.

Sincerely,
Courtney Moss

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Bryan Moulin [redacted]
Sent: Thursday, November 12, 2015 7:20 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 12, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Bryan Moulin
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Nick Moulinet [redacted]
Sent: Tuesday, November 17, 2015 1:01 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 17, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Nick Moulinet
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 10:25:43 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Pat Mouton
[redacted]
11/21/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Monica Mueller

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

- Please stop the toll madness!! Look at all alternatives before breaking ground on any more toll roads.
- SH 130 was built to alleviate traffic on I-35. Removing the toll from this thoroughfare will help more traffic North/South while keeping aquifers and critical recharge zones safe. (most of which exist on the West side of Austin)
- HOV lanes, public transit, park and rides, and other non-toll road options deserve more consideration.

Thank you for your time.

Monica

(3rd generation Austinite raising two 4th generation Austinites)

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 12:30:37 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Nora Mullarkey Miller
[redacted]
11/20/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, October 22, 2015 2:45:35 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
CC Mullen
[redacted]
10/22/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 10:10:29 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
cc Mullen
[redacted]
11/19/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Noelle Munoz [redacted]
Sent: Tuesday, November 17, 2015 4:02 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 17, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Noelle Munoz
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Tuesday, November 10, 2015 11:35:14 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Stephanie MuÃ±oz
[redacted]
11/10/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Charles Murphy [redacted]
Sent: Friday, November 13, 2015 4:21 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 13, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Charles Murphy
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 9:25:29 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Liz Murphy
[redacted]
11/20/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Mike and Stacie	Murphy	11/12/15	I strongly support two express lanes with direct connect to downtown. Alternatively, I urge the two express lanes with flyover near barton springs. In the mean time, please(!) restripe South Mopac to add a lane in each direction, as was done at the enfield exit on Mopac North. The major bottlenecks are the 2244 exits going north and south, which eliminates a lane. Ditch the shoulder and add a lane! We commute every day from SW Parkway to Downtown (Enfield exit), and traffic is atrocious. We must do as much as possible now to prepare for inevitable future growth. Thanks, Mike and Stacie Murphy

From: Austin Chamber of Commerce on behalf of Vickie Murr
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 11:03:24 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Vickie Murr

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Vickie Murr [redacted]
Sent: Monday, November 09, 2015 12:41 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Vickie Murr
[redacted]

From: Austin Chamber of Commerce on behalf of Susan Murray
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 11:03:46 AM

Nov 6, 2015

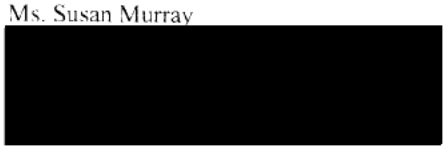
Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Susan Murray


John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Vincent Musat [redacted]
Sent: Wednesday, November 18, 2015 1:30 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mr. Vincent Musat
[redacted]

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Barbara M Myers

Address: [redacted]

Email [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

This madness has got to stop! I have lived in Tarrytown since 1973, when Mopac was still under construction of the first phase. I remember attending a meeting where an state Asm Richards stood up and said, "We've been told that this road would be a boulevard", not the controlled access highway that is being built. Our beloved Zilker Park, Lady Bird Johnson Wildflower Center, Hike & Bike Trail, etc. etc. must be protected! Don't forget Lady Bird Lake!

The best way to get cars off the road is to build urban rail down the Mopac right of way & the I-35 corridor. Remove the tolls from Texas 130, create park & ride bus service,

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Monday, November 16, 2015 9:10:12 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Emmie Myers
[redacted]
11/17/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Mary Scott Nabers [redacted]
Sent: Monday, November 09, 2015 12:54 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Mary Scott Nabers
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Robert Nagel [redacted]
Sent: Monday, November 09, 2015 1:24 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mr. Robert Nagel
[redacted]

From: Austin Chamber of Commerce on behalf of Chris Nappi
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Monday, November 09, 2015 12:41:13 PM

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

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Sincerely,

Mr. Chris Nappi
[redacted]

From: Austin Chamber of Commerce on behalf of JOHN NASH
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Monday, November 09, 2015 12:23:53 PM

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. JOHN NASH

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, October 23, 2015 3:15:18 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Susan Nayak
[redacted]
10/23/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Sunday, November 08, 2015 11:20:16 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being dishonestly pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

The only solution that makes any sense with affordability issues, density issues, and environmental/climate change issues is MASS TRANSIT. I will not support any more road-building without a discussion about mass transit. Our last light rail proposal failed because it included TOO MUCH ROAD-BUILDING. We need a mass transit proposal BEFORE we talk about expanding Mopac!

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. This is an unacceptable. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances. And these tolls

Sincerely,
Craig Nazor
[redacted]
11/09/2015

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): Craig Nazor

ADDRESS: [redacted]

COMMENTS: I cannot support any of these options.
1) I could get no good answer about the cost of the Tolls.
2) I do not support a sliding toll scale (affordability)
3) I do not support any additions to Mopac without a promise that it will never connect to I35 in the south, or cause a new highway to be built across the Barton Springs watershed
4) AFFORDABILITY and ENVIRONMENT – the loss of this is destroying Austin!

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

❒ I am employed by TxDOT

❒ I do business with TxDOT

❒ I could benefit monetarily from the project or other item about which I am commenting

[redacted]

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

Julie Neas [redacted]

Printed Name Address

Additional Comments:

Need to assess pedestrian traffic impact along Mopac and safety concerns for pedestrian access ~~at~~ from Rollingwood Dr to Zilker Park - ~~Hwy~~ Current highway already limits visual site in cross Barton Springs to Rollingwood Drive and Creates significant safety issues. This is a key pedestrian

path for all Zilker park events, ACL etc that generate significant $ for Austin.

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 2:45:32 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Jayme Nelson
[redacted]
11/19/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 10:20:12 PM

Dear TxDOT and CTRMA officials:

I'm writing to request that you do a comprehensive study before approving any further development of segments that may contribute to a MoPac loop. We all know that traffic has become a serious issue in Austin and is significantly affecting quality of life here. SH 130 was supposed to alleviate a part of that by diverting traffic around the city rather than through it. It's a travesty to see no traffic on that major project, while through traffic in Austin grows worse. Clearly, the tolls on SH 130 and SH 45 are discouraging its use. Why create another route through central Austin at great expense when a simpler solution clearly exists.?

Please consider the TxDOTâ€™s Advisory Committee's proposal to make the existing alternative free of tolls so that there is no further deterioration of quality of life in central Austin by adding additional trans-regional lanes through the center of the city..

Cc: Austin area local, State and Federal officials

Sincerely,
William Nemir
[redacted]
11/19/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Melissa Neslund [redacted]
Sent: Monday, November 16, 2015 1:09 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 16, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Melissa Neslund
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Jeff Neujahr [redacted]
Sent: Monday, November 09, 2015 1:11 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mr. Jeff Neujahr
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Rebecca Neujahr [redacted]
Sent: Monday, November 09, 2015 3:24 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mrs. Rebecca Neujahr
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 8:15:20 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Linda Newland
[redacted]
11/19/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 8:05:46 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Ronald Newland
[redacted]
11/19/2015

From: Austin Chamber of Commerce on behalf of Janet Newman
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Monday, November 09, 2015 12:41:12 PM

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

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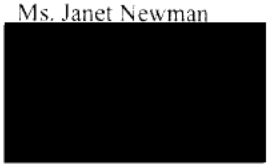
Sincerely,

Ms. Janet Newman



From: Austin Chamber of Commerce on behalf of JP Newman
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 2:33:40 PM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

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Sincerely,

Mr. JP Newman

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Saturday, October 24, 2015 1:55:13 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Desmond Ng
[redacted]
10/24/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 7:05:14 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Desmond Ng
[redacted]
11/21/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Lara	Nichols	11/20/15	Dear CTRMA Staff and Board Members, In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial. If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options. Please ensure the plan you choose support our public parkland use, green spaces and community values. Sincerely, Lara Nichols

From: Austin Chamber of Commerce on behalf of Shannon Nichols
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Monday, November 09, 2015 9:53:38 AM

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Shannon Nichols

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Wallace Nichols [redacted]
Sent: Wednesday, November 18, 2015 2:51 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mr. Wallace Nichols
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Will Nichols [redacted]
Sent: Wednesday, November 18, 2015 2:21 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mr. Will Nichols
[redacted]

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Wednesday, November 11, 2015 10:38 AM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#389]

Name * Eric Niedert

Email * [redacted]

Address

Message * Two quick questions:

1. Why has there been no full disclosure on how the two toll lanes in each direction would connect with Cesar Chavez Street, which as of now cannot even handle the existing egress/regress?

2. Where exactly on the current Mopac South corridor would the proposed upper deck lanes begin?

COMMENTS ON VIRTUAL OPEN HOUSE

Carol	Niemann	11/18/15	To Whom It May Concern, I am writing to express my protest of the proposal to several aspects of the proposed changes for Mopac South. I have lived in the same house in Rollingwood since 1982, and I am very concerned with several parts of the proposal: 1. I do not support the use of tollways. If they must be part of the project, make one lane in each direction tolled. It would be difficult to leave my neighborhood without a toll fee if not. 2. I do not support elevated roadways. They will negatively impact Zilker Park, the Barton Springs and Lady Bird Lake, the heart of the Edwards Aquifer recharge zone. 3. This project offends me because it goes against all the environmental protections that Austin has afforded. It is one of the reasons our city has become so well-loved. Thank you for listening! Carol Niemann 4907 Timberline Drive Austin, TX 78746 512-327-4757 niemanncarol@yahoo.com

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Adam Nims [redacted]
Sent: Wednesday, November 18, 2015 10:22 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mr. Adam Nims
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Alan Nirenberg [redacted]
Sent: Thursday, November 19, 2015 9:23 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mr. Alan Nirenberg
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Paul Noetzel [redacted]
Sent: Friday, November 20, 2015 3:47 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 20, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mr. Paul Noetzel
[redacted]

Honorable Thom Farrell, Mayor, & Members of the Rollingwood City Council

RE: Please take action oppose tolled, elevated lane expansion of Mopac and the connection of South Mopac to Interestate 35

Dear Mayor Farrell and Members of Council:

Please take action to oppose both the expansion of Mopac with tolled and elevated lanes and the connection of South Mopac over to Interstate 35 with the proposed SH 45 SW toll road. With limited access at the south end, Mopac currently serves local commuters. If South Mopac is expanded and connected to I-35, it will be converted from serving local commuters into an alternate I-35 serving long-distance, inter-regional car and truck traffic. This would make traffic on Mopac worse, not better for current Mopac commuters, including Rollingwood residents.

Thank you for your consideration.

Signed: Justin Noonan

Printed Name: Justin Noonan

Address: [redacted]

COMMENTS ON VIRTUAL OPEN HOUSE

Richard	Noster	11/2/15	I have reviewed current proposals for MOPAC SOUTH improvements. I support the two toll lanes in either direction as the best solution. I and our neighbors are strongly against any elevated lane solutions because of the adverse impacts on the crown jewel of Austin's beauty, which is Lady Bird lake, the hike and bike trail, Zilker Park, the Botanical Gardens and the Nature Center. Environmental and water issues are serious concerns. The elevated lanes contribute visual, noise and light detriments to all concerned. The neighborhoods along the right of way for elevated lanes are harmed by elevated roadways. All over the nation, cities are trying to remove these elevated eyesores from city center as quality of life issues for urban cores, so why would we put an elevated roadway through the most beautiful and enjoyed part of Austin. PLEASE hear us who are paying attention to your proposals and object to an elevated roadway. The two toll lanes in either direction, non elevated, provide improved traffic flow almost as good as elevated lanes at less expense by tens of millions of dollars at least and many fewer negative serious consequences. This will be the middle ground for a solution while planners need to strive on non freeway alternatives to aid transportation in and through Austin in future years. Look at LA. More freeways have only caused more sprawl and traffic. Is this what we want for Austin?????? Richard Noster MD

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): Lauren

ADDRESS: [redacted]

COMMENTS: I do no support any of this project, and I am ~~[illegible]~~ angered by CTRMA's "piece meal" approach to trying to sneak a massive toll loop project past the ~~[illegible]~~ public by not being forthcoming about the 45 connection that will make Mopac a 35w. We can achieve congestion relief by making REAL investments in transit, not simply by making toll lanes free for city buses. CTRMA needs to tell the public that express lanes or HOV lanes could be created with a

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

❒ I am employed by TxDOT

❒ I do business with TxDOT

❒ I could benefit monetarily from the project or other item about which I am commenting

[redacted]

bucket of paint.

Study the <u>whole</u> loop project and its real impact to traffic and revenue for CTRMA ⟶ before <u>ANY</u> of it gets built

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 9:55:21 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Daniela Nunez
[redacted]
11/19/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Terra Nuss [redacted]
Sent: Friday, November 13, 2015 3:51 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 13, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Ms. Terra Nuss
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Jeff Nydegger [redacted]
Sent: Wednesday, November 18, 2015 1:51 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mr. Jeff Nydegger
[redacted]

From: Austin Chamber of Commerce on behalf of Adam Nyer
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 10:33:34 AM

Nov 6, 2015

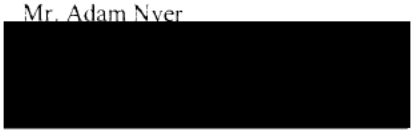
Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Adam Nyer


Squarespace [redacted]
Form Submission - New Form - Mopac/Loop 1 south
November 19, 2015 at 12:37 PM
[redacted]

Name: loren nyer

Email Address: [redacted]

Subject: Mopac/Loop 1 south

Message: Dear CTRMA Staff and Board Members,

I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

Sincerely, Loren Nyer

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

Dear CTRMA Staff and Board Members,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

(Sent via

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Monday, November 16, 2015 5:30:14 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

There have been no comprehensive solutions offered by TXDOT/CTRMA to solve the overcrowded traffic along the southern MoPac corridor.
It is unacceptable to encroach on the campus, or surrounding buffer, or the surrounding streets at Austin High School or Zilker park, inclusive of safety issues, environmental issues, or aesthetic issues!!

We have a beautiful city that is being changed/degraded by a thousand cuts from projects like this traffic re-design and building as have been proposed for the MoPac corridor.
It is the stated goal to keep traffic flow to as few vehicles as possible on the toll lanes of the re-design. This benefits only the few who can afford fees of $10-$15+ for each trip. Very undemocratic, unacceptable, and will not solve the problems at hand; by adding only these lanes to the physical layout for $100's M, not adding any "free lanes".
UNACCEPTABLE!!!!!
It is folley and dishonest to divert traffic from I-35 to the MoPac corridor by way of SW 45 and the many affiliated segments proposed in conjunction with that traffic re-design.
SH 130/SH 45 SE was paid for and built for that purpose. MAKE IT WORK!!!!! NO SERIOUS EFFORT HAS BEEN MOUNTED OR COMPLETED!!!!!!

In the meantime re-mark MoPac south lanes to maximize their potential. Wait to see if the boondoggle of a redesign that MoPac north of the river is, works out. My guess is that not much will change, if it is ever completed!!! Maybe I'm wrong, but I strongly feel I am not wrong.

MAKE SH 130/SH 45 SE WORK!! FOR ITS INTENDED PURPOSE!! BEFORE ANY OTHER ROADS OR PHYSICAL REDESIGNS FOR THAT SAME PURPOSE ARE ATTEMPTED!!!!

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-so

Sincerely,
Lou Ochs
[redacted]
11/16/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 4:50:19 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Michael Oden
[redacted]
11/18/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Robert OFarrell [redacted]
Sent: Wednesday, November 18, 2015 10:59 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Robert OFarrell
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Tuesday, November 10, 2015 7:05:29 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

THE PRESENT PROPOSALS FOR SOUTH MOPAC RISK TURNING A FUNCTIONAL (IF SOMETIMES CROWDED) ROAD THAT SERVES AUSTIN INTO A DYSFUNCTIONAL LUXURY ROAD THAT WOULD ONLY SERVE THE INTERESTS OF A WEALTHY FEW AND EXTRA-REGIONAL TRANSPORT. MOREOVER, THE PROPOSALS ON THE TABLE PLACE NO VALUE ON THE NATURAL RESOURCES AND AESTHETIC ASSETS AUSTIN MIGHT LOSE IN THE PROCESS OF CONSTRUCTION. AUSTIN NEEDS MORE PUBLIC TRANSPORTATION, AS MIGHT BE ACCOMPLISHED BY STRIPING HOV/BUS LANES TO THE EXISTING ROAD AT MINIMAL COST. IT DOES NOT NEED TOLL LANES. IN FACT, THE MOST HELPFUL STRATEGY AT THIS JUNCTURE WOULD BE TO PAY OFF STATE HIGHWAY 130 AND REMOVE TOLLS THERE TO RELIEVE TRAFFIC ON IH35.

IT IS ALSO IRRESPONSIBLE AT THIS JUNCTURE TO PROCEED WITH ANY IMPROVEMENTS WITHOUT FIRST EXPLORING PROJECTIONS THAT INCLUDE POTENTIAL ADVANCES OF SELF-DRIVING CARS WHICH MAY BECOME STANDARD IN LESS THAN A DECADE AND MAY INCREASE ROAD CAPACITY BY AS MUCH AS 400%, MAKING THIS PROPOSED PROJECT NEEDLESSLY OVERBUILT AND UNFORGIVEABLE CONSIDERING ITS OBSCENE COST.

THERE ARE ASPECTS OF THIS PROPOSAL THAT REVEAL UNDERLYING SELF-SERVING ECONOMIC MOTIVES AT ODDS WITH THE NEEDS OF AUSTIN AND ITS CITIZENS. THE STEALTH CONNECTION OF SH 45 WITH SOUTH MOPAC TO CREATE A LOOP CONNECTING TO IH35 WOULD ADD TRAFFIC THAT WOULD MAKE MOPAC UTTERLY DYSFUNCTIONAL FOR THOSE NOT USING TOLL LANES; IT WOULD ALSO ENCOURAGE CONTINUED SPRAWL IN AREAS SOUTH OF THE CITY, ENDANGERING PRISTINE WATERSHED, WHILE NO DOUBT RICHLY REWARDING A HANDFUL OF PRIVILEGED LANDOWNERS AND DEVELOPERS, AS WELL AS ROAD BUILDERS AND TOLL PROFITEERS.

RECENTLY I RECEIVED A PHONE "SURVEY" POLLING MY OPINIONS ABOUT PROPOSED TOLL ROAD PROJECTS IN AUSTIN. THE QUESTIONS I WAS ASKED WERE ALL POSED IN SUCH A WAY AS TO PROMOTE THE VALUE OF TOLL LANES. IN OTHER WORDS, THIS WAS A MANIPULATIVE "PUSH POLL" DESIGNED TO SWAY PUBLIC OPINION RATHER THAN DISCOVER HONEST FEEDBACK. USING PUBLIC FUNDS IN THIS WAY DOES NOT PASS THE SMELL TEST, AND THE SAME CAN BE SAID OF THE INTENTIONALLY PIECEMEAL WAY IN WHICH THESE PROPOSALS HAVE BEEN PRESENTED BY CTRMA. THE CITIZENS OF AUSTIN RIGHTLY FEEL MANIPULATED HERE RATHER THAN HONESTLY INFORMED.

A comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of

Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

Sincerely,
Alan Ogden
[redacted]
11/11/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Alan	Ogden	11/11/15	NO BUILD!!!!! The entire (stealth) loop connecting south mopac to State Highway 45 and IH35 needs to be studied before building any parts of it, not only for environmental impact but also for its dysfunction as a workable strategy to continue serving local Austin traffic. The imminent potential of self-driving cars to reduce the need for highway "improvement"s to MOPAC should be explored before spending a dime on this. We need public HOV and bus lanes, not toll lanes. Remove the tolls from highway 130 to help alleviate IH35 congestion. Double decking over Ladybird Lake and grandiose flyover bridges connecting to Caesar Chavez are unacceptable proposals both for their visual urban blight and for their tremendous potential for noise generation from the prestressed concrete components.

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, October 22, 2015 1:55:17 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Michael OHara
[redacted]
10/22/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 12:50:22 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Michael OHara
[redacted]
11/19/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 7:30:38 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Helen Okrina
[redacted]
11/19/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Ray Olah

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

I strongly support the idea of keeping MoPac local, specifically for use by South Austin and Northern Hays Co. residents. Any of the current proposals should not give consideration to a possible connection to I-35/130.

The very idea of dumping additional traffic from I-35 is inconceivable, given that MoPac is already packed in the morning/afternoon.

A single HOV lane from the River to Slaughter Lane is preferable to all other alternatives.

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 06, 2015 8:20:22 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

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As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
William OLeary
[redacted]
11/06/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Nicole Olvera [redacted]
Sent: Wednesday, November 18, 2015 2:51 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Nicole Olvera
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Doug Opalka [redacted]
Sent: Monday, November 09, 2015 5:54 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mr. Doug Opalka
[redacted]

COMMENTS ON VIRTUAL OPEN HOUSE

Kevin	Opp	10/22/15	I support the two express lanes option with the direct connectors onto Cesar Chavez. The reduced impact of the elevated structure over the double-decked idea is a great improvement, and I'm glad to see mass transit being able to use the express lanes at no cost. Absent a light rail line, that's the best option for effective public transportation from SW Austin into the central core. My only concern is that the shared use bike path will be little more than widened sidewalk alongside the access road. If we want people to get out of their cars, they need a safe AND inviting alternative. There should be a shaded or landscaped buffer between the road and the shared use path.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Amy Oppenheimer [redacted]
Sent: Wednesday, November 11, 2015 10:46 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 11, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mrs. Amy Oppenheimer
[redacted]

From: Austin Chamber of Commerce on behalf of Shaadi Oreyzi
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 10:33:39 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Miss Shaadi Oreyzi

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Audrey Ormond [redacted]
Sent: Friday, November 20, 2015 3:16 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 20, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Miss Audrey Ormond
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 4:10:50 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.
I would like to see affordable, non-tolled options that don't make traffic on Mo Pac worse.
Cc: Austin area local, State and Federal officials

Sincerely,
Rusty Osborne
[redacted]
11/20/2015

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 SOUTH
November 15, 2015 at 6:13 PM
[redacted]

Name: John Ott

Email Address: [redacted]

Subject: MOPAC/LOOP 1 SOUTH

Message: Dear CTRMA staff and board members

I do not support elevated toll lanes over Mopac under any conditions. Please do not add a double decker lane over Lady Bird Lake or two wishbone bridges over Mopac. Elevated lanes will negatively impact the Hill country feel and downtown view. It will also add adversely affect the environment

Sincerely

John Ott

(Sent via

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 SOUTH
November 15, 2015 at 6:14 PM
[redacted]

Name: Sarah Ott

Email Address: [redacted]

Subject: MOPAC/LOOP 1 SOUTH

Message: Dear CTRMA staff and board members

I do not support elevated toll lanes over Mopac under any conditions. Please do not add a double decker lane over Lady Bird Lake or two wishbone bridges over Mopac. Elevated lanes will negatively impact the Hill country feel and downtown view. It will also add adversely affect the environment

Sincerely

Sarah Ott

(Sent via

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 12:10:26 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Matt Otto
[redacted]
11/19/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Katherine Owen [redacted]
Sent: Wednesday, November 18, 2015 3:21 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Katherine Owen
[redacted]

From: Austin Chamber of Commerce on behalf of Sam Owen
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 10:34:51 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

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Sincerely,

Mr. Sam Owen
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Sam Owen [redacted]
Sent: Thursday, November 19, 2015 12:53 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mr. Sam Owen
[redacted]

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Monday, November 09, 2015 4:11 PM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#382]

Name * Bruce Owens

Email * [redacted]

Address

Message * Your Open House timing is extremely poor. From 3-7 PM? Really, I can't think of a time that would discourage attendance more. I will not be driving downtown and back during "rush hour", which could be more accurately be described as "from 3 to 7PM".

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 12:55:26 PM

Dear TxDOT and CTRMA officials:

Though it is not scheduled to be built as soon, the final connection between 1626 and I-35 will create The Austin Loop which has evaded planners for years.
The west side of The Loop, however, will not be in a rural area. It will run right through the heart of Austin.
MoPac will become I-35West, a terrible idea.

Please do not build the next-to-the-last leg of The Loop before you know, and the public is accurately informed of, the implications of the final leg.

Mary Owens

Cc: Austin area local, State and Federal officials

Sincerely,
Mary Owens
[redacted]
11/20/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Geoffrey Palmer [redacted]
Sent: Thursday, November 12, 2015 8:50 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 12, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Geoffrey Palmer
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 8:20:26 PM

Mopac is an inner city roadway. Due to the high congestion on IH 35 many people use it to detour around Austin downtown. It was never planned to be a major highway because it has physicial limits. It is stupid to try to expand the lanes to accommodate north and south bound traffic that is passing through.

The use of SH 130 should be for diverting traffic away from downtown Austin, by eliminating the tolls.

Austin needs another western loop situated farther from the heart of downtown.

Mass transportation by rail, bus and HOV lanes are needed to help increase inner city transportation.

Sincerely,
Janet B Palmer
[redacted]

Sincerely,
Janet Palmer
[redacted]
11/19/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Virginia Palmer

Address: [redacted]

Austin Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

Study at Comprehensive plan - Do not build more "out dated" freeways - We will become another Los Angeles - I lived there and saw it happen! If you build it, they will come more cars, Traffic Join the 21st Century of transportation Comprehensive & Sustainable New Solutions !!,

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 12:25:21 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Amy Pancake
[redacted]
11/18/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Susan	Pantell	10/23/15	1. The option of 1 express lane + downtown access has the lowest travel times, so there is no need to build 2 express lanes. 2. Safety should be a top priority. Therefore, the need to change lanes, or "weave" should be minimized. Barriers should be constructed between pedestrian and bike paths and the highway. 3. The cumulative impacts of this project plus SH45 SW and a future link to I-35 need to be considered as part of the analysis for this project since they would all be linked. 4. A priority should be to minimize the number of elevated lanes over Lady Bird Lake for aesthetic reasons.

COMMENTS ON VIRTUAL OPEN HOUSE

Craig	Parker	11/15/15	Mopac desperately needs additional lanes ASAP. free lanes NOT toll lanes!! It's also time to extend mopac south and connect with 45 and I-35.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of James Parker [redacted]
Sent: Wednesday, November 18, 2015 3:52 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mr. James Parker
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 6:35:30 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Lauren Pascale
[redacted]
11/20/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Neil Pascoe

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

There appears to be a lack of complete, candid transparency between CTRMA and the Travis County communities. It seems obvious to the casual observer that by compartmentalizing this project in sections the entire project is not readily apparent. The burden of traffic on the community is increasing but additional toll lanes are not the answer particularly when the project toll fee cost is not affordable to many people. Try cheaper and reasonable approach should be restriping S. MOPAC and improving parallel side option.

I will vote against toll roads and those supporting those toll roads. Coordination between CTRMA and the City of Austin must happen. Build an HOV lane! Remove the 45/130 toll!

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, October 28, 2015 10:15:18 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Susan Pascoe
[redacted]
10/29/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Susan	Pascoe	11/9/15	I do not support any of the current proposals for south mopac. I do not believe Austin needs to allow the needs of the suburban areas and cities to ruin our quality of life. I urge you to study all alternatives - be creative -be future driven.

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: SUSAN PAGE

Address: [redacted]

[redacted] Email [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

I URGE you to study ALL THE elements OF ALL PLANS PROPOSED. AUSTIN RESIDENTS love their (our) green spaces and water fronts. WE do NOT WANT THE AMOUNT OF ROADS AND TRAFFIC THAT you propose.

AUSTIN DESERVES THE TRUTH AND AN objective study of ALL options — AND THE ability to discuss IN DETAIL THE PROS & THE CONS.

CENTRAL AUSTIN AND THE portion of MOPAC THAT RUNS through it, does NOT NEED MORE TRAFFIC

I URGE you to drop ALL current proposed PLANS! GO BACK to THE DRAWING BOARD — BE IMAGINATIVE — CONSIDER emerging TECHNOLOGY. PAINT AN EXISTING LANE for HOV AND EXPRESS VEHICLES. DEVELOP MORE PARK & RIDES.

WE NEED BETTER SOLUTIONS!

I VOTE NO ON ALL CURRENT OPTIONS!

John Whitfield

From: Austin Chamber of Commerce [redacted]

Sent: Thursday, November 19, 2015 8:01 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Andy Pastor

John Whitfield

From: Austin Chamber of Commerce [redacted]

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Nov 19, 2015

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Sincerely,

Mr. Todd Patch

From: Austin Chamber of Commerce on behalf of Gardner Pate
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 1:03:30 PM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

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Sincerely,

Mr. Gardner Pate
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 8:55:15 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Ami Patel
[redacted]
11/20/2015

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 South
November 13, 2015 at 7:52 AM
[redacted]

Name: Robert Patterson

Email Address: [redacted]

Subject: MOPAC/LOOP 1 South

Message: Dear CTRMA Staff and Board Members,

Zilker Park is a unique and sacred place. It is the centerpiece of what was once Austin. The park is a huge asset to the city and its citizens. MOPAC already has a negative impact on the park and the surrounding area. Building a double decker bridge over the river would worsen that impact and turn the park into a sad area under an urban nightmare.

The answer to Austin's traffic problems is not asphalt. No amount of building of roads can keep up with the growth rate. The answer, at least in the short term, is express buses and bus lanes. Ride the bus for 15 minutes or drive your car for two hours. Pretty easy choice is that is the choice that commuters are given.

(Sent via

From: Amy Pattillo
To: [redacted] al.alonzi@dot.gov; steve.adler@austintexas.gov; delia.garza@austintexas.gov; ora.houston@austintexas.gov; pio.renteria@austintexas.gov; greg.cesar@austintexas.gov; ann.kitchen@austintexas.gov; don.zimmerman@austintexas.gov; leslie.pool@austintexas.gov; ellen.troxclair@austintexas.gov; kathie.tovo@austintexas.gov; sheri.gallo@austintexas.gov; greg.malatek@txdot.go; mayorfarrell@cityofrollingwood.com; Brigid.Shea@traviscountytx.gov; Barbara.Rush@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; sbeal@mobilityauthority.com; spusteinyk@mobilityauthority.com; mespinoza@mobilityauthority.com; mheiligenstein@mobilityauthority.com; atomlinson@HNTB.com; Victor.Vargas@txdot.gov; joe.weber@txdot.gov; Rich.McMonagle@txdot.gov
Cc: Smart Mopac; Charles R. Winfield; Sara.Hensley@austintexas.gov
Subject: Mopac South Environmental Study - Copy of Public Comments submitted by Amy Pattillo and Jon Pattillo
Date: Friday, November 20, 2015 3:09:33 PM
Attachments: MopacSouthComments_AmyPattillo.pdf
MOPAC_letter_JonPattillo.pdf

CTRMA Board Members and Staff, TxDot directors and staff, Travis County elected officials, and Austin elected officials:

Attached is a copy of the public comments my husband and I submitted via fax to CTRMA during the November 2015 Public Comment period for the Mopac South Environmental Study.

I appreciate your consideration of the issues we raised in our comments.

Best regards,
Amy

Amy J. Pattillo, *Attorney at Law*
[redacted]

Amy J. Pattillo, Attorney at Law
[redacted]

November 20, 2015

RE: Additional Comments to the Mopac South Environmental Study (Please enter this letter, and the attachment, in full, into the record of public comments to the Mopac South Environmental Study November 2015 Open House)

Dear Chairman Wilkerson & Board Members Mills, Bennett Jr., Meade, Armbrust, Singleton, & Heimsath:

First, thank you for your service on the CTRMA board. Over the last two years, I had the honor and privilege of serving the City of Rollingwood on its City Council; this position served to further increase my appreciation for those willing to give of their time, energy, and resource to serving the public, particularly in unpaid positions. Thank you for the time you all give to our community by overseeing mobility solutions with the Central Texas region.

Second, I offer comments to the Mopac South Environmental Study. I wholeheartedly support the official comments by the City of Rollingwood with regard to the Mopac South Environmental Study. In addition, my term on the Rollingwood City Council has recently ended, so I offer additional comments as an individual resident of Rollingwood, informed, in part, by the time I spent on the Council. I am thankful that the City of Rollingwood and its residents have actively engaged in the Mopac South Environmental Study public comment process, given that the project will significantly impact the eastern landscape and access to our city.

With regard to comments by the public, I am hopeful that the CTRMA board will receive copies, in full, of all the comments submitted by all community members who take the time to comment during the current comment period. In addition, I respectfully request that to the extent I, and others, have submitted multiple, separate comment letters or signed petition letters during the comment period, that the CTRMA staff not be permitted to selectively interpret and categorize these comments without also publishing all the comments in full. Many members of the community, myself included, have submitted multiple comments as responsible citizens who are actively engaged during the public comment period - asking questions and actively commenting on issues as the issues are clarified. Please receive each of the comments I submitted and signed during the comment period as an exercise of free speech and active participation throughout a public comment period, not as an attempt to "stack the vote".

During the time I served on the Council, I had the pleasure of speaking with you all during your April Board meeting and presenting the City of Rollingwood's first position regarding the first "Double Decker over Lady Bird Lake" alternative. I appreciate your willingness to listen to the position of the City of Rollingwood and many of its residents and to ask your staff to evaluate alternatives to placing a Double Decker that would extend not only over Lady Bird Lake, but most of the eastern boundary line of the City of Rollingwood. Among the 6 alternatives now being presented to the public, there are 3 alternatives that would place double decker, elevated lanes along the eastern side of the City of Rollingwood: (1 and 2) the 1 or 2 lanes in each direction with direct connect (aka Double Decker over Lady Bird Lake); and (3) the 2 lanes in each direction with elevated lanes near Barton Skyway (aka Two Elevated

Lanes over Bee Caves Road). I ask you again to weigh the adverse impact of elevated lanes to the aesthetics and property values of the area proximate to Rollingwood and the surrounding properties in Austin. Please do not select an alternative that would place elevated lanes over Lady Bird Lake or over Bee Caves Road.

In addition, before you select any alternative, I respectfully request that the CTRMA board provide the public with at least one more public comment period, if not more, during which the CTRMA staff address the following issues raised in the attachment to this letter, which is part of my comments:

(1) The Mopac South Environmental Study needs to provide information about the actual work done or that will be done to avoid unnecessary impacts to the natural and human environment, not mere summary statements;

(2) The Mopac South Environmental Study needs to study and evaluate an alternative that includes 2 HOV lanes in each direction;

(3) The Mopac South Environmental Study needs to present multiple alternatives without elevated lanes in the Cesar Chavez to Barton Skyway corridor that include TSM improvements to optimize travel times, such as improving the TSM for the 2 express lanes in each direction without direct connect;

(4) The Mopac South Environmental Study needs to present all alternatives with the Bee Caves northbound on-ramp entry length returned to the current length or longer;

(5) The Mopac South Environmental Study needs to present a Topographical model and traffic simulation of the Proposed Bee Caves Southbound exit ramp for each of the alternatives;

(6) The Mopac South Environmental Study needs to provide the public with consistently applied rationale, traffic studies, and other information to compare the use of inside lane toll road entrance/exits are used at some locations, but recommending elevated lanes at others;

(7) The Mopac South Environmental Study needs to remove or change the dangerous and bottlenecking inner lane toll road exit on northbound Mopac before the Enfield exit and assess the impact to travel times from the toll road exit on northbound Mopac before the Enfield exit, at the 5th/Cesar Chavez interchange;

(8) The entire Mopac South Environmental Study (including, but not limited to, the project purpose, project goals and objections, project need, problems to be addressed, all underlying data and modeling, CSS, travel times, traffic modeling, and comparisons of alternatives) needs to be updated for all 6 alternatives, in addition to previously considered alternatives, to the reflect all aspects of the CAMPO 2040 plan;

(9) The Mopac South Environmental Study needs to provide improved designs for the Bee Caves Road/Mopac intersection, or provide a written rationale for why improvements to the Bee Caves Road/Mopac intersection are not a part of the Study; and

(10) The Mopac South Environmental Study needs to provide travel times for the general traveling public and toll lane users between a point on Mopac

itself near Cesar Chavez to a point on Mopac itself near Slaughter Lane to provide travel time information for the majority of the traveling public not exiting or entering at Cesar Chavez.

As addressed in the attachment, currently, the CTRMA staff has failed to provide the public with sufficient or reliable information about each of the 6 alternatives upon which the public can collaborate with CTRMA to evaluate the benefits and significant impacts of each alternative. CTRMA staff have failed to treat each of the 6 alternatives evenly and have failed to evenly include TSM into the 2 express lanes each way without direct connection that could significantly reduce the travel times of those intending to use the toll lanes and the general traveling public. In addition, CTRMA staff have failed to provide a rationale to support the decision to recommend elevated lanes for the Cesar Chavez toll exit lanes, but to use inner lane toll lane exits at other points along Mopac that have a higher volume of exiting traffic than is predicted for Cesar Chavez.

The attachment to this letter includes additional details about each of the issues above that I request be evaluated and addressed by CTRMA as part of the NEPA analysis for the Mopac South Environment Study and as part of the information provided to the public for collaborating with CTRMA.

I recognize that CTRMA has already spent a significant amount of money developing the Mopac South Environmental Study and that CTRMA may have been able to check off many boxes in the NEPA process, however, the public still has not received sufficient information about any of the alternatives for the public to collaborate with CTRMA in the CSS process or other processes. The CTRMA staff presented an initial plan to the public with 2 express lanes in each direction, which did not fall within the scope of the authority given to CTRMA to build a toll road under the CAMPO 2035 plan (only allowing for 1 express lane in each direction). CTRMA has now spent a significant amount of additional resources developing 6 alternatives, under the CAMPO 2035 plan, and has failed to provide the public with sufficient or accurate information upon which the public rely in comparing the alternatives and collaborating with CTRMA. During open house meetings, the public asks questions about environmental impacts, such as aesthetic and noise impacts or mitigation options and the public is told that these factors will not be considered until after a preferred alternative is selected. How can a preferred alternative be selected if the public has not been provided with data allowing for comparison of environmental impacts of *each* alternative? During open house meetings, the public asks questions about traffic studies for Mopac South and is consistently told that the person who could answer the question is not in the room or that the information being requested is confidential/not ready for public consumption – and from my personal experience, even if the person with the answer to a question is in the room, it is doubtful they would have the authority to provide an answer on behalf of CTRMA. In addition to providing the public with additional opportunities to collaborate and comment on the Mopac South Environmental Study, please consider selecting leadership for this project who can provide effective management of the project and ensure that the public is provided with responses to basic questions about the impacts of the project. Please ensure, as part of the Mopac South Environment Study, that the public has been provided with sufficient, fair and, accurate information to collaborate in the study process. Please ensure that CTRMA staff does not merely hold meetings in order to check a box showing that a meeting was held within a specific community, but that staff is prepared to provide

sufficient and accurate information to the public who spend the time and energy to attend the meetings and become educated about the project.

It is undoubtedly a daunting challenge to gather public support for a transportation project that requires digging up an 8 mile portion of land in Austin that includes the Edwards Aquifer and Barton Springs, along with hundreds of acres of parkland and preserved green space. There is a good reason for this: residents of Travis County in the past, and currently, value maintaining the environment and water supply for future generations, and green space aesthetic near Downtown Austin, over achieving the very top travel times. To the extent that a region of counties has decided, in the CAMPO 2040 plan, to allow toll roads on Mopac 1 South, please respect the values of residents who live along this roadway and select alternatives for these toll roads that will achieve the goals of improving travel times in the region with the least impact to the environment and green space aesthetic of the areas near Downtown Austin, including Lady Bird Lake, Zilker Park, and Rollingwood.

In addition, please serve the community by providing an Environmental Impact Statement for the Mopac South Environmental Study. There will be a significant impact, which will be impossible to mitigate by barriers and buffers, to the natural resources, environment, water quality, and quality of life of residents and businesses in Rollingwood and the surrounding areas of Austin if Mopac South is modified in any way. Please address the significant impacts to the environment identified in the attachments to this letter in an Environmental Impact Statement.

Multiple CTRMA staff have made verbal promises to me that CTRMA will collaborate with the City of Austin, TxDot, and the City of Rollingwood to improve the design of the pedestrian area under Mopac at the Barton Springs and Rollingwood Drive area. I have been told that the current proposal for pedestrian traffic in all 6 alternatives meets engineering practice requirements. Whether or not this is true, anyone who has practical experience walking through this area can immediately identify that the current proposal is not a safe solution for managing pedestrian traffic in the area (of note: I have challenged multiple CTRMA staff members to try to safely walk a jogging stroller through their proposed pedestrian cross walk locations – no one has taken me up on this challenge yet). Push button cross walks are, in practice, dangerous for this area and the proposed pathway require pedestrians to cross 3 intersections with variable high speed traffic and blind spots. Please evaluate placement of a pedestrian overpass across Barton Springs on the east side of Mopac within the CTRMA ROW. Also, please ask the CTRMA staff to keep their promise to reevaluate and redesign this pedestrian traffic area during the next phase of the Mopac South Environmental Study.

Thank you for considering my comments.

Best regards,

Amy J. Pattillo

[submitted for official public comment via fax to CTRMA]

Attachment – Please include this attachment in full in the public comments to the Mopac South Environmental Study and in the comments to be evaluated during the NEPA process

(1) The Mopac South Environmental Study needs to provide information about the actual work done or that will be done to avoid unnecessary impacts to the natural and human environment, not merely summary statements.

Of note, the "Project Goals and Objectives" sheet available in the Mopac South Environmental Study Virtual Open House states, as a third goal: "*Be constructible without unnecessary impacts to the natural and human environment.*" CTRMA has failed to provide the public with sufficient information to prove that the Mopac South project will be constructible without unnecessary impacts to the natural and human environment.

CTRMA needs to clearly provide the public with specific information about the studies of areas where there could be impact to the natural and human environment. Currently CTRMA has merely provided summary statements.

CTRMA needs to provide the public with additional information about the necessary impacts to the natural and human environment that cannot be mitigated.

Threatened and Endangered Species

With respect to threatened and endangered species, the "Environmental Study Update" flyer available in the Mopac South Environmental Study Virtual Open House states: "Field surveys were conducted in the project area. No listed threatened or endangered species were encountered." There are pictures of birds, karst species, fresh water mussels, and salamanders shown on the flyer.

The data currently provided in the Environmental Study is insufficient to support CTRMA's claims. Endangered salamanders are known to exist at Barton Springs Pool (https://tpwd.texas.gov/huntwild/wild/species/bartonspringssalamander/). Areas of Austin have been designated as preserves for the Golden Cheek Warbler (https://www.austintexas.gov/ecoweb/golden-cheeked-warbler). Both of these endangered species are known to be located near the project area or their environments. With respect to salamanders in Barton Springs, the Edwards Aquifer recharge zone feeds Barton Springs, a known habitat of endangered species and any development in that zone will impact the water quality in Barton Springs and the habitat of this species.

The environmental study merely states that "field surveys were conducted in the project area", but does not indicate the scope of this work. There is no indication of which portions of the project area were surveyed or how the surveying work was performed. The report is disturbingly ambiguous, providing no parameters or structure. Given that endangered species are known to be proximate to the project area, CTRMA needs to provide the public with more information about the actual studies that were performed to assess whether threatened or endangered species are present in the project area.

Water Quality

With respect to Water Quality, the "Environmental Study Update" available in the Mopac South Environmental Study Virtual Open House states "The Mobility Authority plans to meet

water quality standards on this project to protect the Barton Springs segment of the Edwards Aquifer Recharge Zone, as required by the Texas Commission on Environmental Quality. Water quality treatment measures on MoPac could be enhanced by this project by implementing the latest, most modern technologies available: Permeable Friction Course (PFC) Pavement, Water Quality Ponds, Vegetative Controls, Hazardous Materials Traps."

First, at the next open house, CTRMA needs to inform the public whether the latest, most modern technologies available for water quality treatment will *actually* be used on the project, or if there is some specific condition that would trigger their use. CTRMA's current statement implies that the use of these modern technologies is conditional or optional.

Second, at the next open house, CTRMA needs to inform the public of what the water quality standards are (including code sections and other requirements) that CTRMA understands as required by TCEQ for protecting the Barton Springs segment of the Edwards Aquifer Recharge Zone. In addition, CTRMA needs to provide the public with a map showing which portion of the project is the "Barton Springs segment of the Edwards Aquifer Recharge Zone".

Third, at the next open house, CTRMA needs to inform the public of what the water quality standard are (including code sections and other requirements) that CTRMA understands as required by TCEQ for protecting the portion of the project that are not the "Barton Springs segment of the Edwards Aquifer Recharge Zone".

Fourth, at the next open house, CTRMA needs to inform the public of what additional measures will be taken to protect the water quality of Lady Bird Lake and protect the lake from pollutants and run off during and after construction.

Traffic Noise

With respect to Traffic Noise, the "Environmental Study Update" available in the Mopac South Environmental Study Virtual Open House states: "Given the 98% projected population growth in Travis and Hays counties, traffic noise along MoPac is going to continue to increase over time, regardless of whether or not we build improvements. A detailed noise analysis will be conducted once a recommended Express Lane configuration has been determined. The community will be engaged in next steps after the analysis is complete."

During the November Open House at Hill Country Middle School, the CTRMA staff and CTRMA's noise consultant were asked by members of the public, during a Q&A session, if any of the alternatives would create more noise or if any would create the least amount of noise. The noise consultant stated that there actually is preliminary noise data for the project, but it was not available for public consumption. He also stated that based on the preliminary data, there is no plan that provides any more or less noise than any other because for all the plans, the noise would be mitigated, but that we could not rely on his statement.

During the next open house, CTRMA should provide the public with noise impact data pre and post mitigation for each of the 6 alternatives and any other alternatives. The public has received no notice of whether any of the 6 alternatives would emit, pre or post mitigation, more noise than any of the other alternatives. The public has been provided with an answer of "you can't have that information", regarding an issue that will impact the enjoyment of park land in Austin and in Rollingwood, along with the enjoyment of private property along Mopac. CTRMA has failed to provide the public with information that proves that CTRMA can meet the goal of "Be constructible without unnecessary impacts to the natural and human environment."

In addition, CTRMA has failed to establish that all 6 of the alternatives would have the same traffic noise impact. CTRMA must evaluate the noise impact of *all* alternatives against no build, not just a recommended configuration against no build.

Furthermore, CTRMA has presented 6 alternatives, 3 of which include elevated lanes traveling along the eastern boundary of Rollingwood, as well as impacting Zilker Park. CTRMA has failed to establish that pre or post mitigation, the 3 alternatives with elevated lanes in the Cesar Chavez to Barton Skyway corridor would have the same traffic noise impact as the 3 alternatives without elevated lanes in this corridor.

It is deceptive for CTRMA to state: "The community will be engaged in next steps after the analysis is complete." When CTRMA staff are asked to clarify what these "next steps" include, at multiple Open House meetings I have participated in during the previous Open House period and this Open House period, the public has been informed that only those residents closest to Mopac will have a vote on whether to implement noise mitigating measures. It is inaccurate and deceptive for CTRMA to state that "the community" will be engaged in next steps after the analysis is complete when there is a small selection of residents who may be able to participate in the process. In addition, when CTRMA staff are asked which properties would qualify for votes on noise mitigation options for the corridor between Lady Bird Lake and Bee Caves Road, the Zilker Club House has been designated as "the community" that would get a voice on noise mitigation measures for Mopac South – we have been told multiple times that no one in Rollingwood will get to vote on noise mitigation measures.

Since there is no guarantee to the communities adjacent to Mopac that any noise mitigation barriers will be implemented, at the next open house, CTRMA needs to provide the public with full noise analysis of pre and post mitigation noise impacts for each of the alternatives presented.

In addition, at the next open house, CTRMA needs to stop deceiving the public and identify who "the community" is that would actually have a vote on the use of noise mitigation barriers along Mopac South.

(2) The Mopac South Environmental Study needs to study and evaluate an alternative that includes 2 HOV lanes in each direction.

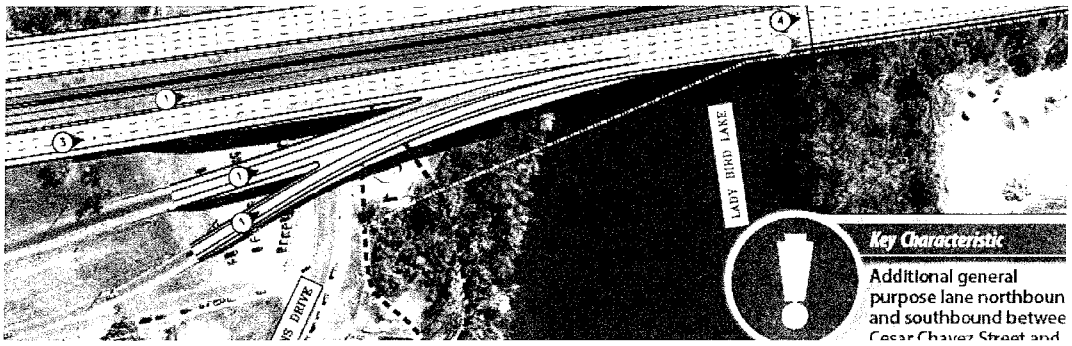
CTRMA staff appears to have initially compared the travel time estimates and impact of 1 HOV lane in each direction on Mopac South with 2 toll lanes in each direction on Mopac South. This is not an even or fair comparison of alternatives to toll lanes. An alternative with 2 HOV lane in each direction, optimized with TDM and TSM strategies, should be considered along with 2 toll lanes in each direction, optimized with the same or even TDM and TSM strategies.

(3) The Mopac South Environmental Study needs to present multiple alternatives without elevated lanes in the Cesar Chavez to Barton Skyway corridor that include TSM improvements to optimize travel times, such as improving the TSM for the 2 express lanes in each direction without direct connect.

As to the 2 lanes in each direction *without* direct connection alternative, CTRMA needs to update this alternative to include TSM improvements and other optimizations before comparing the 6 alternatives. The 2 express lanes in each direction without direct connection

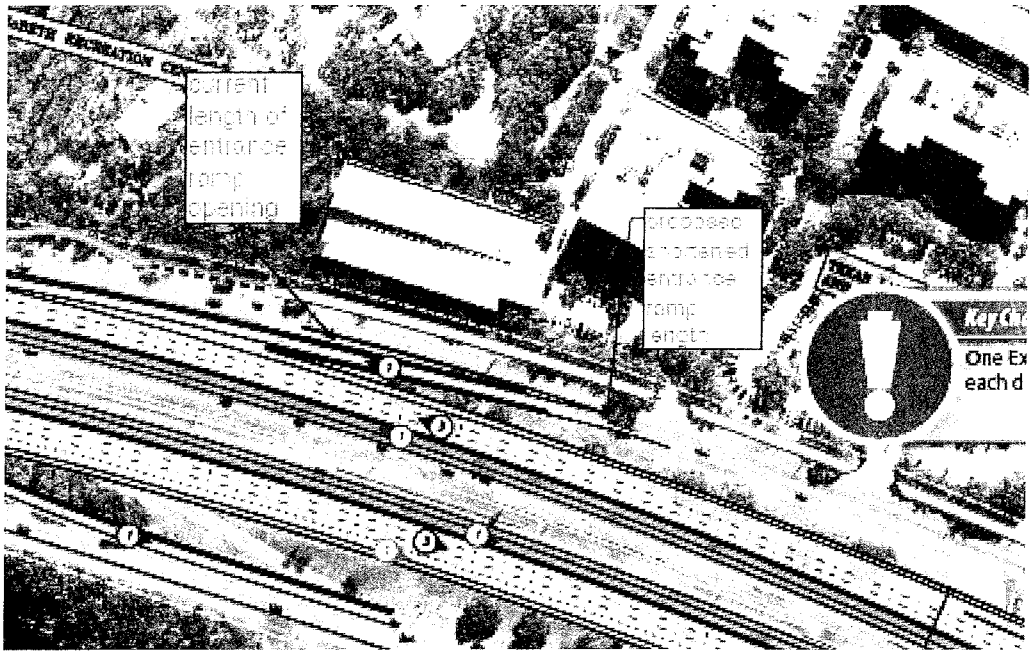
alternative is merely the 2 express lanes in each direction with direct connection, without any design adjustments that could improve the travel times *without* requiring elevated lanes. To fairly evaluate the 2 express lanes in each direction without direct connection alternative against other alternatives, it should be optimized to use the extra ROW space available because no elevated lanes are required.

For example, at the next open house, CTRMA needs to provide the public with the 2 express lanes in each direction without direct connection alternative, adjusted to include the TSM provided in the 2 lanes in each direction with elevated lanes near Barton Skyway. This TSM includes: (1) The 2 lanes in each direction with elevated lanes near Barton Skyway includes an extra general purpose lane on each side between Cesar Chavez and Bee Caves Road. These additional capacity lanes should be integrated into the 2 lanes in each direction without direct connection alternative to improve travel times for exited toll lane traffic and general traffic between Bee Caves Road and Cesar Chavez. (2) The 2 lanes in each direction with elevated lanes near Barton Skyway includes a separate lane for southbound inbound Cesar Chavez traffic from southbound inbound Lake Austin Blvd traffic (see map below). This configuration of 2 lanes removes a current known, significant bottleneck where inbound Lake Austin Blvd traffic and Cesar Chavez traffic merge before entering Mopac. Removing this bottleneck from the 2 lanes in each direction without direct connection alternative will improve travel times for southbound traffic between Cesar Chavez and Bee Caves Road.



(4) The Mopac South Environmental Study needs to present all alternatives with the Bee Caves northbound on-ramp entry length returned to the current length or longer.

5 of the alternatives presented propose shortening the entry length of the northbound on-ramp from Bee Caves Road. I have marked a cut out of the map for the 2 express lanes in each direction without direct connect to show the point where the on-ramp entry currently ends. In addition, I have marked the map to show the point where the on-ramp entry is proposed to end in the 5 alternatives. (see map below). In future presentations of alternatives, CTRMA needs to clearly show that the northbound on-ramp entry length is the same or longer than the current length. Any shortening of the entry length of this on-bound ramp will create a bottleneck for traffic flow on the frontage road, which will lead to additional traffic backup on Bee Caves Road. Please ensure that the alternatives do not remove existing access, capacity and infrastructure.

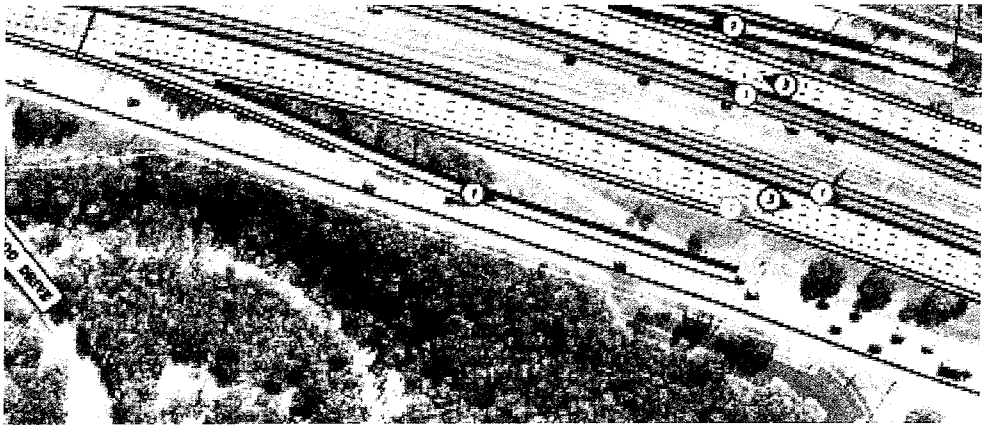


(5) The Mopac South Environmental Study needs to present a Topographical model and traffic simulation of the Proposed Bee Caves Southbound exit ramp.

5 of the alternatives propose adjusting the position of the exit ramp at Bee Caves road for southbound traffic (see map below). Currently, it is difficult to exit at Bee Caves/2244 and merge across all the lanes of traffic, to arrive at the westbound lane of Bee Caves Road. Backing up the exit ramp to provide extra space for merging may reduce this dangerous merging condition. In addition, the topography of the frontage road significantly contributes to the dangerous merging condition. Cars accelerate up the steep incline, which terminates with a sudden rise, and then levels out proximate to the driveway into Parks Hills church. The accelerating cars reach the rise and then intersect with cars exiting the ramp and attempting to merge across multiple lanes of traffic.

At the next Open House, CTRMA should present a topographical model of the proposed Bee Caves Southbound exit ramp for each of the alternative. Engineers for CTRMA have noted that different alternatives require different amounts of right of way, which impacts the design constraints for positioning and lengthening the Bee Caves Southbound exit ramp.

In addition, at the next Open House, CTRMA should provide a traffic simulation of the traffic merging into the frontage lane, showing where vehicles will enter the frontage road, using real modeling of the speeds at which vehicles travel up the steep incline and showing the inclines. Traffic modeling should show impacts at peak and non-peak hours.

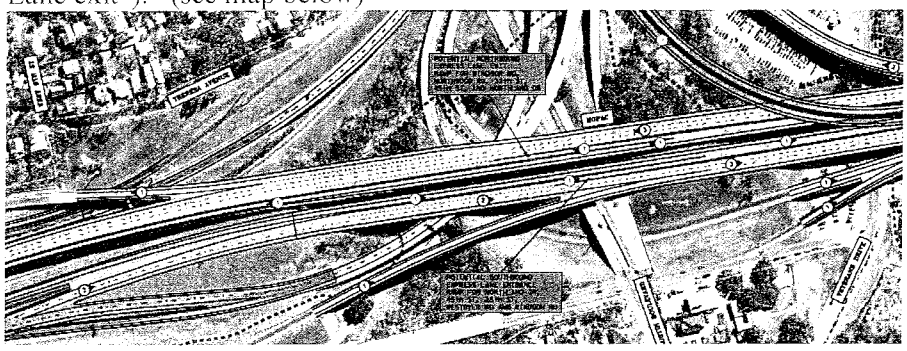


(6) The Mopac South Environmental Study needs to provide the public with consistently applied rationale, traffic studies, and other information to compare the use of inside lane toll road entrance/exits are used at some locations, but recommending elevated lanes at others.

All 6 alternatives offered by CTRMA for the Mopac South Project focus on moving traffic to and from a point on Cesar Chavez in front of Austin High School to and from a point by Slaughter Lane. CTRMA has prioritized moving toll lane traffic to and from a point well into Cesar Chavez, a downtown street that is not a highway or a bypass (or Mopac) in the shortest amounts of time. The Mopac South Environmental Study is tasked with developing toll roads on Mopac from the Cesar Chavez interchange (which also includes 5th street and Lake Austin Blvd connections) to the Slaughter Lane interchange. CTRMA, however, has myopically focused the project on putting toll road users onto Caesar Chavez itself, and has only provided travel time data reflecting the expected travel times in the toll and general lanes for the portion of traffic on Mopac that enters or exits Cesar Chavez.

There are many other toll road entrance/exit points along the Mopac South Project corridor that require toll lane traffic to merge in and out of an inside lane, and service multiple exits, rather than a single exit.

In all 6 alternatives, CTRMA has placed a toll road exit for northbound toll traffic at the top of the north side of the Lady Bird Lake bridge, before the Enfield exit ("the Enfield Toll Lane exit"). (see map below)



The Enfield Toll Lane exit is the only toll road exit point for all northbound toll road traffic needing to exit Mopac at the following exit points: Windsor Road, Northwood Road, 35th street, 45th street, and Northland Drive. **CTRMA has selected, as part of the Mopac South project, to place a single toll road exit point, from an inside lane, to service toll lane traffic exiting from 5 exit points on Mopac.**

CTRMA has not provided the public with any information indicating why a single, inside lane exit point is recommended for exiting traffic for 5 exits along Mopac before Enfield, but elevated lanes are recommended in 3 alternatives for exiting traffic for a single exit at Cesar Chavez.

CTRMA has failed to show that Cesar Chavez, in comparison with other exit points on Mopac, will receive an amount of traffic that justifies the cost and environmental impact of elevated lanes to move traffic into and off of Cesar Chavez alone with no or minimal time in general purpose lanes – in fact, CTRMA did a study with results claiming that the elevated lanes will not place any more traffic on Cesar Chavez than would be on Cesar Chavez under no build conditions. The study, using Dynamic Traffic Modeling, indicates that drivers will choose alternate routes into and out of downtown, to avoid the congestion on Cesar Chavez, and as a result, the elevated lanes will not place any more traffic on Cesar Chavez.

CTRMA has failed to provide the public with information as part of the Mopac South project showing what percentage of travelers on Mopac are predicted to use each of the Enfield Toll Lane exit, Cesar Chavez Toll Lane exit, or the Barton Skyway/Bee Caves toll lane exit. In the 3 alternatives that propose elevated toll lanes for Cesar Chavez toll lane exits, there is no supporting rationale or traffic volume study comparisons for these interchanges to support the use of elevated lanes to service a SINGLE Mopac exit point when the Enfield Toll Lane Exit uses an inner lane exit to service 5 Mopac exit points and the Bee Caves/Barton Skyway Exit also uses an inner lane exit to service 2 Mopac exit points. CTRMA has failed to identify any consistently applied engineering rationales, traffic volumes studies, or any other information, as the reasons for even studying the use of elevated lanes to service a SINGLE Mopac Exit when inner lane entrance/exits are recommended in other locations for servicing MULTIPLE Mopac Exits.

The length of the "on ramp" for the Enfield Toll Lane Exit is significantly shorter than any proposed on or off ramp proposal for the entrances and exits to the Northbound toll lane entrance and exit before Bee Caves Road. CTRMA has failed to provide any rationale, traffic studies, or any other information to support the design of the Enfield Toll Lane Exit as a very very short length inner lane "on ramp", for serving 5 Mopac exits, to support the proposed 3 alternatives that include elevated lanes for serving 1 Mopac exit at Cesar Chavez, or to support the proposed longer inner lane entrance/exit for the Barton Skyway and Bee Caves northbound exits.

Elevated lanes are not the only way to improve travel times. CTRMA needs to provide the public with one or more alternatives without elevated toll lanes that apply TSM,

optimizations and consistent engineering rationale to the design and position of **ALL** toll road entrances and exits. **Until CTRMA presents the public with an alternative that requires no elevated lanes, but optimizes toll lane entrances/exits, it is impossible for there to be a fair comparison of an alternative without elevated toll lanes to an alternative with elevated toll lanes.**

(7) The Mopac South Environmental Study needs to remove or change the dangerous and bottlenecking inner lane toll road exit on northbound Mopac before the Enfield exit and assess the impact to travel times from the toll road exit on northbound Mopac before the Enfield exit.

Creating a new bottleneck in general purpose lanes

The Enfield Toll Lane exit is currently proposed at a point where northbound Mopac traffic is often congested during peak times in the morning *and afternoon*. CTRMA has failed to show how travel times will be impacted for the general traveling public and for toll lane users due to the merging of toll lane traffic (destined for 5 exits from Mopac) into general lanes at this existing congestion point during morning and afternoon peak hour traffic. Even without CTRMA providing this data, it is clear that the Enfield Toll Lane Exit will create a new bottleneck into the traffic flow on Mopac as cars merge out of the toll lane into already congested lanes. The impact of a new bottleneck in an already congested area during peak times is certain to back up traffic well into the bridge over Lady Bird Lake and farther beyond. Will CTRMA introduce the Enfield Toll Lane Exit as it is presented, only to create a new bottleneck in northbound Mopac traffic, in order to later justify adding an elevated direct connect from the toll lane to the Enfield exit itself?

Impact of Enfield Toll Lane exit on Mopac South travel times not assessed

Even if the point selected for the Enfield Toll Lane exit were not an existing congestion point during morning and afternoon peak hour traffic, CTRMA has failed to provide any expected travel times for vehicles entering the toll road at Slaughter, but not exiting at Cesar Chavez, and continuing over the river. CTRMA has myopically focused on predicting "reliable" travel times between Slaughter Lane for the percentage of traffic that enters or exists from Cesar Chavez, but failed to provide any expected travel times for toll or general lane travelers to travel from Slaughter Lane to any point that is *on Mopac*, such as this last north bound exit included in the Mopac South environmental study.

Creating a Deathtrap

To make matters even worse, CTRMA has positioned the Enfield Toll Lane Exit in such a manner that it is feasible for those exiting the toll lane, as the plan is currently presented, exit the toll lane and merge across traffic on Mopac to exit at Enfield Road. In speaking with engineers for CTRMA, I have been told that the distance between the Toll Lane exit and the Enfield Road Exit is not the required number of feet for the Enfield Toll Lane Exit to be a proper exit point for Enfield Road – be that as it may, drivers do not care whether a proper distance has been allowed for merging across to an exit – if there is an opening for drivers to exit from the toll lane and stop traffic to merge over to Enfield, attempts to merge across and exit will happen and it will create a chokehold in traffic. During peak periods, when the traffic is slower in this area, drivers will try to merge across 3 lanes of slow moving traffic that has limited visibility because

of the incline of Mopac. During non-peak periods, when the traffic is faster in this area, drivers will try to merge across 3 lanes of fast moving traffic, which will lead to deaths. To the extent that barriers may be put in place along the portion of the map that is a dotted line, this line should extend past the Enfield exit – not stop before it. Will CTRMA introduce the Enfield Toll Lane Exit as it is presented, only to create a new dangerous merging area for general northbound Mopac traffic, in order to later justify adding an elevated direct connect from the toll lane to the Enfield exit itself?

(8) The entire Mopac South Environmental Study (including, but not limited to, the project purpose, project goals and objections, project need, problems to be addressed, all underlying data and modeling, CSS, travel times, traffic modeling, and comparisons of alternatives) needs to be updated for all 6 alternatives, in addition to previously considered alternatives, to the reflect the CAMPO 2040 plan.

CTRMA is only authorized by statute to build toll roads on Mopac between Cesar Chavez and Slaughter Lane in accordance with the CAMPO 2040 plan and "in all respects for the benefit of the people of the counties in which an authority operates and of the people of this state, for the increase of their commerce and prosperity, and for the improvement of their health, living conditions, and public safety." (*see* Texas Transportation Code Chapter 370). The CAMPO 2040 plan is the active plan for the region. (*see* the CAMPO website, which states "the CAMPO 2035 plan is no longer the active long-range plan for the capital area" and "the CAMPO 2040 Regional Transportation Plan is the active long-range plan for the capital area.")

Of note, the "Project Goals and Objectives" sheet available in the Mopac South Environmental Study Virtual Open House states, as a first goal: "Provide consistency with local and regional plans."

The Mopac South Environmental Study is currently based on the CAMPO 2035 plan, which is not the active plan for the region. In addition, the Mopac South Environmental Study is currently based on the CAMPO 2035 plan, which only authorizes CTRMA to build one toll lane in each direction on Mopac South. CTRMA specifically withdrew the request to amend the CAMPO 2040 plan to include two toll lanes in each direction on Mopac. The CAMPO 2035 regional plan does not support an Environmental Impact Study of Mopac South that includes two toll lanes in each direction. The CAMPO 2035 plan, and its underlying data and models, generated based on the multitude of information provided throughout the entire CAMPO 2035 plan, cannot be used as the basis for elimination or selection of toll road alternatives that include more than one lane in each direction on Mopac South.

CTRMA spent 3 years holding meetings for the Mopac South Environmental Study with project purpose, goals and objections, need, problems to be addressed, traffic times, and traffic modeling all based on the CAMPO 2035 plan. The CAMPO 2035 plan is a regional planning document, focused on designing a plan for building *and interconnecting* roadways throughout multiple counties. The CAMPO 2035 plan provided for building *and interconnecting a single express lane* in each direction on Mopac South. The Regional Toll Network Analysis and the Traffic Demand Model incorporated into the CAMPO 2035 plan reflect planning for one express lane in each direction on Mopac South, as that one toll lane is interconnected within the region.

Despite the fact that the CAMPO 2040 plan is the active plan during the current open house, and despite the fact that the CAMPO 2035 plan fails to provide authority for CTRMA to study, design, or evaluate 2 express lanes in each direction, during the November 2015 Open House, CTRMA staff have continued to evaluate the travel times for each of the 6 alternatives (4 of which include 2 express lanes in each direction) based on the Traffic Demand Model provided by the CAMPO 2035 plan, modified by 2015 blue tooth data.

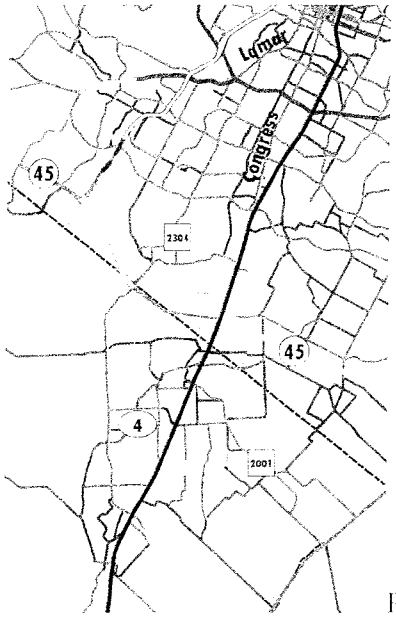
The CAMPO 2035 plan does not take into account Regional Toll Network Analysis and Traffic Demand Model based on the CAMPO 2040 plan. The Regional Toll Network Analysis and Traffic Demand Model for the CAMPO 2040 plan should take into account, in the demand on Mopac South, that 2 express lanes in each direction are allowed. According to CTRMA, one express lane in each direction is not a financially viable option for taking the Mopac South project out for bonding. If this is true, then it stands to reason that the Traffic Demand Model for 2 express lanes in each direction would differ from the Traffic Demand Model for 1 express lane in each direction in the CAMPO 2035 plan. In addition to financial viability, CTRMA has all but eliminated the option for one express lane in each direction on Mopac South by in comparison with two express lanes in each direction. There are differences in capacity, ability to handle emergencies, financial viability, and average travel times.

In addition, the CAMPO 2040 plan has a significant error, which should be corrected as CTRMA participates in evaluating the effects of the Mopac South toll road on the EJ community in accordance with NEPA. For the Regional Toll Network Analysis CTRMA is required to perform, as part of the NEPA analysis, to be accurate. Page 152, column 3 of the CAMPO 2040 plan under "Regional Toll Network Analysis" states "The interconnected network of existing and planned toll roads and express lanes form a regional toll network. Project sponsors evaluate the effects of the toll roads and express lanes on the EJ community for individual road projects in accordance with the National Environmental Policy Act (NEPA). CAMPO also evaluates the regional toll network for the effect of the total interconnected network on the EJ community. CAMPO will conduct the 2040 Plan Regional Toll Network Analysis (RTA) after the Transportation Policy Board adopts the 2040 Plan. CAMPO's most recent RTA includes all planned and potential toll projects, except for the IH 35 express lanes." This statement is not correct. CAMPO's most recent RTA based on the 2035 plan only includes potential toll projects of one express lane in each direction on Mopac South. The CAMPO 2040 plan includes two express lanes in each direction on Mopac South. CTRMA has made assertions as to the significant differences in the effects of one toll lane in each direction and two toll lanes in each direction. The RTA based on the CAMPO 2040 plan should be updated to include potential toll projects of two express lanes in each direction on Mopac South.

In addition, the CAMPO 2040 plan reflects updates to the following maps and information, which impact the Mopac South Environmental Study:

- Pp. 28-33, including map 2: population growth and changes in population density from 2010 to 2040
- Pp. 33-35, including map 3: employment forecasts and changes in employment density from 2010 to 2040
- Pp. 35-36, including map 4: CAMPO centers in 2040

- P. 49, map 6: Road types in 2040, which include a combination of toll roads and arterial roads that connect Mopac South to I-35 through two different routes: (1) 45 (toll way from 2035 plan + new section of 45 connecting to I-35 in 2040 plan labeled as "arterial roadway"); and (2) 1626 through Buda. (see pull out of map 6 below)
- P 50-54: congestion characteristics in 2040, including AM and PM delays, including Mopac South and the roadways interconnected to Mopac South
- P 54-61: updates to public transportation, including the use of transit-related apps. and changes to bicycle and pedestrian facilities



Portion of Map 6 from the CAMPO 2040 plan showing arterial roads and toll roads connecting Mopac South from the south to I-35 2 different routes: 45 and 1626.

Specifically, the CAMPO 2040 plan, on p. 64, states, "the existing transportation system described previously [in pp. 1-63 of the CAMPO 2040 plan] is used to assess current traffic congestions. CAMPO generates a travel demand model using the current and forecast socioeconomic data and information about the transportation system and land use. CAMPO 2040 plan, page 63. The plan states: "the four-step travel demand model process is described in Figure 11. The model is calibrated to observe 2010 traffic counts. Once calibrated, the model is used to forecast future traffic conditions."

Clearly, the CAMPO 2040 traffic demand model will be different from the CAMPO 2035 traffic demand model because of the litany of factors that are considered in generating the CAMPO 2040 traffic demand model and the plans for additional roadways within the region.

Further, the CAMPO 2040 plan includes additional issues that need to be evaluated as part of the study and evaluation of toll roads under the authority of the CAMPO 2040 plan and in compliance with NEPA:

- p. 131-133: freight corridors, freight movement, freight related improvements to the road system (with a list of improvements to be made including Loop 1 South from RM 2244-Cesar Chavez) and freight rail improvements;
- p. 133-135: environmental factors
- p. 135-141: air quality
- p. 141-142: energy conservation
- p. 142: water issues
- p. 143-148: climate change
- p. 148-152 : environmental justice
- p. 152-158 : regional toll network analysis
- p. 158-160 : emerging technologies

The entire Mopac South Environmental Study needs to be reevaluated and reset, in writing, to reflect the CAMPO 2040 plan. The difference between the CAMPO 2035 plan and CAMPO 2040 plan is not merely a change in language from "one express lane in each direction" to "two express lanes in each direction". As noted above, there are multiple differences between the CAMPO 2035 and CAMPO 2040 that significantly impact the underlying data used to support the Mopac Environmental Impact Study. It is insufficient for CTRMA to select one alternative and then update that alternative to reflect the CAMPO 2040 plan. Each of the 6 alternatives, or any additional alternatives, should be updated to reflect the CAMPO 2040 plan and represented to the public for comment.

(9) The Mopac South Environmental Study needs to provide improved designs for the Bee Caves Road/Mopac intersection, or provide a written rationale for why improvements to the Bee Caves Road/Mopac intersection are not a part of the Study.

During the last comment period, the City of Rollingwood and its residents requested, in multiple forums, that the Bee Caves Road/Mopac interchange be separately evaluated and redesigned to improve efficiency as part of the Mopac South Environmental Study. CTRMA is performing Intersection Environmental Studies for the intersections at Slaughter Lane and LaCrosse Avenue. The problem statement for the studies of these intersections indicates that these intersections "were originally constructed in 1992 and have grown increasingly congested over the years. Traffic congestion at these intersections is causing travel delays and adversely affecting access and mobility." In the "Proposed Action, Purpose and Need Statement" released in June 2015 for the Intersection Environmental Studies, Table 1 indicates that the Bee Caves Road intersection was completed in 1982, by a decade pre-dating the Slaughter Lane and La Crosse avenue intersections. The demand on Bee Caves Road is also known to have significantly increased since the intersection was built in 1982.

At the October 2015 Rollingwood City Council Meeting, Assistant Executive Director Mario Espinoza addressed the Rollingwood City Council. One of the first things he shared is that the Bee Caves intersection would not be considered for improvement as part of the Mopac South Environmental Study.

Please consider adding the Bee Caves road interchange, which is a gateway to Bee Caves Road and Barton Springs, to be improved as part of the Mopac South Environmental Study. If

CTRMA continues to decline this request, please provide the public with a written rationale for the Bee Caves intersection not being updated and improved as part of the Mopac South Intersections Study or Mopac South Environmental Study. Of note, in the "Proposed Action, Purpose and Need Statement" released in June 2015 for the Intersection Environmental Studies, Table 2 on page 6 provides data about the amount of delay per vehicle and number of vehicles using the Slaughter and La Crosse interchanges at peak times. In your rationale, please provide similar traffic analysis regarding the amount of delay per vehicle and number of vehicles using Bee Caves interchange at peak times and explain why improvements are not recommended for this interchange.

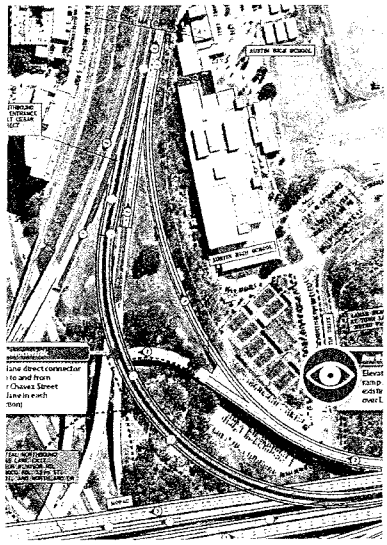
In addition, please consider that the expansion of Bee Caves Road to include a center turn lane and bike and pedestrian facilities is already underway to support the predicted increase in traffic volumes on Bee Caves Road.

At some point, the Bee Caves Road infrastructure of 1982 will need to be updated. If CTRMA is going to dig up the entire interchange at Bee Caves and Mopac to add toll lanes across the intersection, but not actually improve the intersection in any way, please, at the least, do not add elevated lanes over the Bee Caves Road exit that would add any infrastructure that would reduce or remove options for future improvement of the interchange.

(10) The Mopac South Environmental Study needs to provide travel times for the general traveling public and toll lane users between a point on Mopac itself near Cesar Chavez to a point on Mopac itself near Slaughter Lane, along with providing northbound afternoon travel times, to provide travel time information for the majority of the traveling public not exiting or entering at Cesar Chavez.

During the November Open House meeting at Hill Country Middle School, I asked the CTRMA staff and contractor who provided the travel time estimates for CTRMA, what specific points on the map were selected for the travel time estimates. I asked this question to clarify whether the travel times estimated to and from Cesar Chavez were based on the point at which toll road users enter or exit the toll road, which would vary among the alternatives, or whether they were based on a particular point on or near Cesar Chavez.

The CTRMA travel time estimator (and since then additional staff) stated that the point on Cesar Chavez that was used for the travel time estimates for all 6 alternatives is the point ½ miles in on Cesar Chavez where traffic lets out (for Northbound) or enters the toll road (for South bound) in front of Austin High on Cesar Chavez in the 2 express lanes in each direction with direct connect alternative (portion of 2 express lanes in each direction with direct connect shown in map below).



The CTRMA staff has only provided travel time estimates for northbound average travel times for those drivers who enter Mopac at Slaughter Lane, use the general purposes or toll lane, and *then exit Cesar Chavez*. The CTRMA staff has only provided travel time estimates for southbound average travel times for those drivers who enter Mopac *from Cesar Chavez*, not Mopac itself, and use general purpose or toll lanes.

In addition, the northbound travel times provided are only for am traffic and the southbound travel times provided are only for pm traffic. One glance at Google maps in the afternoon and it is clear there are unique and significant traffic congestion issues for northbound traffic on Mopac that exits Cesar Chavez and that remains on Mopac over the Cesar Chavez interchange. Peak northbound travel times should be provided.

CTRMA staff has failed to provide any travel time estimates for travel between two points *on Mopac itself*. The public has not been provided with sufficient or reliable information about the differences in travel times for the majority of traffic on Mopac that does not exit Cesar Chavez, to reach different portions of Mopac.

CTRMA staff have myopically focused on travel time estimates for only the percentage of travelers who use Cesar Chavez as an exit or entrance to Mopac, which is only 11% of Northbound Mopac travelers and 9.3% of Southbound Mopac travelers (according to the 2015 projections from the Mopac North EA).

According to the traffic data provided in Appendix N of the Environmental Assessment for the Mopac North Project, 2015 projected data for northbound traffic on Mopac, of the 86800 daily drivers reaching the Cesar Chaves/5th street exit, 63500 (74%) continue on Mopac North, without exiting, and 23300 exit. Of those exiting at Cesar Chavez/5th, only 13800 (15%) fork to the right and take the Cesar Chavez exit; the remaining 9500 (11%) take the 5th street exit.

According to the traffic data provided in Appendix N of the Environmental Assessment for the Mopac North Project, 2015 projected data for Southbound traffic on Mopac, of the 86800 daily drivers on Mopac at the point where Cesar Chavez and Lake Austin Blvd entrances connect with Mopac South, only 8100 (9.3%) of these cars arrive from the Cesar Chavez ramp.

Based on 2015 numbers, which were used in the Mopac North EA, CTRMA staff has only estimated travel times for an estimated 15% of the traveling public northbound and 9% of the traveling public southbound.

For the public to compare the travel time impact of each of the 6 alternatives, and other alternatives, CTRMA needs to provide travel time estimates between points actually on Mopac itself. In particular, for northbound travel time estimates, CTRMA needs to provide the public with travel time estimates for general and toll lane users between the north most point of the Mopac Environmental Study. For northbound and southbound traffic this point is north of the exit at Enfield.

In addition, for the public to compare the travel time impact of each of the 6 alternatives, and other alternatives, CTRMA needs to provide travel time estimates for the segments of the Mopac Improvement project where there are differences in each of the projects. For example, CTRMA needs to provide travel time estimates between 360 and Cesar Chavez and between 360 and the north most points of the Mopac South Environmental study for each of the 6 alternatives. For the public to compare the differences in impacts between the different alternatives, the public needs to be provided with sufficient and reliable (unrounded) data estimated travel times for the segments of alternatives that are different.

Of note, at the Open House at Hill Country Middle School, I was told, by CTRMA staff, that the reason that the travel times for toll lanes users of the 2 elevated lanes in each direction with direct connect and the 2 elevated lanes in each direction with elevated lanes near Barton Skyway are both "9 minutes" each way, is that the numbers are rounded. I asked how the southbound toll traffic estimates, in particular, for these two plans could be within 30 seconds of one another. I was told that it could be that the graphic designer put in the wrong numbers. I have since been shown the unrounded numbers and I still question their accuracy based on what I know about the current traffic issues for southbound traffic between the Cesar Chavez interchange and the Bee Caves interchange, during peak afternoon traffic.

Of note, the "Project Goals and Objectives" sheet available in the Mopac South Environmental Study Virtual Open House states, as a second goal: Reduce congestion delay and provide travel time savings for all roadway users. Currently, CTRMA staff has only provided that that allows the public to evaluate congestion delay and potential travel time savings for 9-15% of the total roadways users each direction. This is insufficient.

November 20, 2015

Central Texas Regional Mobility Authority
re: MOPAC South environmental study

CTRMA Board of Directors and Staff:

I fully support the official comments submitted by the City of Rollingwood, of which I am a resident. My wife, Amy Pattillo, has also submitted extensive comments, all of which I fully support as well.

In addition to both of the previously listed positions I am personally concerned of what appears to be an intentional lack of information and/or concern regarding the potential environmental impact on Barton Springs pool and the designated recharge zone. For the past 15 years I have been a twice-a-week, year-round-swimmer at Barton Springs. For most trips I also drive my friend, Nancy Ritchie-McMeans, who has been swimming there year-round since 1962. I hope to continue this activity for many years to come. This pool is a gift, a treasure of our community and amazing ambassador of the beauty and value of our city.

Before my comments are filed under "crazy-environmentalist-manifesto" please understand I am a life-long Austin resident, small business owner and believe in responsible and wise development. I, like many, experience the daily realities of our unprecedented population growth and inevitable transportation challenges. Roads must be built, solutions must be found, compromises must be reached. I am a conservationist. Protecting and preserving the treasures we have been given is a high priority.

Based on my experience I am concerned that, as often the case in such contentious developments, the anxiety of facing environmentalist opposition combined with the hubris of zealous planners has removed any plausible discussion of the possible environmental impact on the recharge zone and pool. I have found no substantive information regarding the pool in the MOPAC South Environmental Study.

Over million people visited Barton Springs pool in 2014 - the free market has spoken: The pool is valued. It is a valuable piece of Austin's culture, economy and environment. Please don't let the crazies (on both sides) keep reasonable people from having constructive dialogue about the future of MOPAC and the immediate environment.

Respectfully yours,

Jon Pattillo

[redacted]

From: Amy Pattillo
To: Mike Hutchison; Abby Tomlinson
Cc: Jon Pattillo
Subject: Comments to the Mopac South Environmental Study - November 2015 Public Comment Period
Date: Friday, November 20, 2015 4:25:33 PM
Attachments: MOPAC letter JonPattillo.pdf
MopacSouthComments_AmyPattillo.pdf

Mike

Please enter the attached Comments by Amy Pattillo and by Jon Pattillo, in full, to the Mopac South Environmental Study - November 2015 Public Comment Period.

Also, please inform the CTRMA staff that the handout from the Open House at Hill Country Middle School includes 3 ways to submit public comments: (1) Today at the Open House; (2) Go to the website: www.MoPacSouth.com or Send a fax to 512-996-9784; (3) Mail (address provided). If you need a copy of the flyer that was handed out by CTRMA at the Open House, please let me know. I was told by CTRMA staff a few minutes ago on the phone that fax is not an acceptable way to submit public comment. I then submitted a public comment asking for the website to be upgraded in the future to allow for attachments or documents including graphics. This seems only fair, since we are commenting on maps and may want to include portions of them in our comments for purposes of illustration.

Thank you again for meeting with Wendi and I on Wednesday. We appreciate the time you gave us and the questions you were able to answer.

Best regards,
Amy

Amy J. Pattillo, *Attorney at Law*
[redacted]

Amy J. Pattillo, Attorney at Law
[redacted]

November 20, 2015

RE: Additional Comments to the Mopac South Environmental Study (Please enter this letter, and the attachment, in full, into the record of public comments to the Mopac South Environmental Study November 2015 Open House)

Dear Chairman Wilkerson & Board Members Mills, Bennett Jr., Meade, Armbrust, Singleton, & Heimsath:

First, thank you for your service on the CTRMA board. Over the last two years, I had the honor and privilege of serving the City of Rollingwood on its City Council; this position served to further increase my appreciation for those willing to give of their time, energy, and resource to serving the public, particularly in unpaid positions. Thank you for the time you all give to our community by overseeing mobility solutions with the Central Texas region.

Second, I offer comments to the Mopac South Environmental Study. I wholeheartedly support the official comments by the City of Rollingwood with regard to the Mopac South Environmental Study. In addition, my term on the Rollingwood City Council has recently ended, so I offer additional comments as an individual resident of Rollingwood, informed, in part, by the time I spent on the Council. I am thankful that the City of Rollingwood and its residents have actively engaged in the Mopac South Environmental Study public comment process, given that the project will significantly impact the eastern landscape and access to our city.

With regard to comments by the public, I am hopeful that the CTRMA board will receive copies, in full, of all the comments submitted by all community members who take the time to comment during the current comment period. In addition, I respectfully request that to the extent I, and others, have submitted multiple, separate comment letters or signed petition letters during the comment period, that the CTRMA staff not be permitted to selectively interpret and categorize these comments without also publishing all the comments in full. Many members of the community, myself included, have submitted multiple comments as responsible citizens who are actively engaged during the public comment period - asking questions and actively commenting on issues as the issues are clarified. Please receive each of the comments I submitted and signed during the comment period as an exercise of free speech and active participation throughout a public comment period, not as an attempt to "stack the vote".

During the time I served on the Council, I had the pleasure of speaking with you all during your April Board meeting and presenting the City of Rollingwood's first position regarding the first "Double Decker over Lady Bird Lake" alternative. I appreciate your willingness to listen to the position of the City of Rollingwood and many of its residents and to ask your staff to evaluate alternatives to placing a Double Decker that would extend not only over Lady Bird Lake, but most of the eastern boundary line of the City of Rollingwood. Among the 6 alternatives now being presented to the public, there are 3 alternatives that would place double decker, elevated lanes along the eastern side of the City of Rollingwood: (1 and 2) the 1 or 2 lanes in each direction with direct connect (aka Double Decker over Lady Bird Lake); and (3) the 2 lanes in each direction with elevated lanes near Barton Skyway (aka Two Elevated

Lanes over Bee Caves Road). I ask you again to weigh the adverse impact of elevated lanes to the aesthetics and property values of the area proximate to Rollingwood and the surrounding properties in Austin. Please do not select an alternative that would place elevated lanes over Lady Bird Lake or over Bee Caves Road.

In addition, before you select any alternative, I respectfully request that the CTRMA board provide the public with at least one more public comment period, if not more, during which the CTRMA staff address the following issues raised in the attachment to this letter, which is part of my comments:

(1) The Mopac South Environmental Study needs to provide information about the actual work done or that will be done to avoid unnecessary impacts to the natural and human environment, not mere summary statements;

(2) The Mopac South Environmental Study needs to study and evaluate an alternative that includes 2 HOV lanes in each direction;

(3) The Mopac South Environmental Study needs to present multiple alternatives without elevated lanes in the Cesar Chavez to Barton Skyway corridor that include TSM improvements to optimize travel times, such as improving the TSM for the 2 express lanes in each direction without direct connect;

(4) The Mopac South Environmental Study needs to present all alternatives with the Bee Caves northbound on-ramp entry length returned to the current length or longer;

(5) The Mopac South Environmental Study needs to present a Topographical model and traffic simulation of the Proposed Bee Caves Southbound exit ramp for each of the alternatives;

(6) The Mopac South Environmental Study needs to provide the public with consistently applied rationale, traffic studies, and other information to compare the use of inside lane toll road entrance/exits are used at some locations, but recommending elevated lanes at others;

(7) The Mopac South Environmental Study needs to remove or change the dangerous and bottlenecking inner lane toll road exit on northbound Mopac before the Enfield exit and assess the impact to travel times from the toll road exit on northbound Mopac before the Enfield exit, at the 5th/Cesar Chavez interchange;

(8) The entire Mopac South Environmental Study (including, but not limited to, the project purpose, project goals and objections, project need, problems to be addressed, all underlying data and modeling, CSS, travel times, traffic modeling, and comparisons of alternatives) needs to be updated for all 6 alternatives, in addition to previously considered alternatives, to the reflect all aspects of the CAMPO 2040 plan;

(9) The Mopac South Environmental Study needs to provide improved designs for the Bee Caves Road/Mopac intersection, or provide a written rationale for why improvements to the Bee Caves Road/Mopac intersection are not a part of the Study; and

(10) The Mopac South Environmental Study needs to provide travel times for the general traveling public and toll lane users between a point on Mopac

itself near Cesar Chavez to a point on Mopac itself near Slaughter Lane to provide travel time information for the majority of the traveling public not exiting or entering at Cesar Chavez.

As addressed in the attachment, currently, the CTRMA staff has failed to provide the public with sufficient or reliable information about each of the 6 alternatives upon which the public can collaborate with CTRMA to evaluate the benefits and significant impacts of each alternative. CTRMA staff have failed to treat each of the 6 alternatives evenly and have failed to evenly include TSM into the 2 express lanes each way without direct connection that could significantly reduce the travel times of those intending to use the toll lanes and the general traveling public. In addition, CTRMA staff have failed to provide a rationale to support the decision to recommend elevated lanes for the Cesar Chavez toll exit lanes, but to use inner lane toll lane exits at other points along Mopac that have a higher volume of exiting traffic than is predicted for Cesar Chavez.

The attachment to this letter includes additional details about each of the issues above that I request be evaluated and addressed by CTRMA as part of the NEPA analysis for the Mopac South Environment Study and as part of the information provided to the public for collaborating with CTRMA.

I recognize that CTRMA has already spent a significant amount of money developing the Mopac South Environmental Study and that CTRMA may have been able to check off many boxes in the NEPA process, however, the public still has not received sufficient information about any of the alternatives for the public to collaborate with CTRMA in the CSS process or other processes. The CTRMA staff presented an initial plan to the public with 2 express lanes in each direction, which did not fall within the scope of the authority given to CTRMA to build a toll road under the CAMPO 2035 plan (only allowing for 1 express lane in each direction). CTRMA has now spent a significant amount of additional resources developing 6 alternatives, under the CAMPO 2035 plan, and has failed to provide the public with sufficient or accurate information upon which the public rely in comparing the alternatives and collaborating with CTRMA. During open house meetings, the public asks questions about environmental impacts, such as aesthetic and noise impacts or mitigation options and the public is told that these factors will not be considered until after a preferred alternative is selected. How can a preferred alternative be selected if the public has not been provided with data allowing for comparison of environmental impacts of *each* alternative? During open house meetings, the public asks questions about traffic studies for Mopac South and is consistently told that the person who could answer the question is not in the room or that the information being requested is confidential/not ready for public consumption – and from my personal experience, even if the person with the answer to a question is in the room, it is doubtful they would have the authority to provide an answer on behalf of CTRMA. In addition to providing the public with additional opportunities to collaborate and comment on the Mopac South Environmental Study, please consider selecting leadership for this project who can provide effective management of the project and ensure that the public is provided with responses to basic questions about the impacts of the project. Please ensure, as part of the Mopac South Environment Study, that the public has been provided with sufficient, fair and, accurate information to collaborate in the study process. Please ensure that CTRMA staff does not merely hold meetings in order to check a box showing that a meeting was held within a specific community, but that staff is prepared to provide

sufficient and accurate information to the public who spend the time and energy to attend the meetings and become educated about the project.

It is undoubtedly a daunting challenge to gather public support for a transportation project that requires digging up an 8 mile portion of land in Austin that includes the Edwards Aquifer and Barton Springs, along with hundreds of acres of parkland and preserved green space. There is a good reason for this: residents of Travis County in the past, and currently, value maintaining the environment and water supply for future generations, and green space aesthetic near Downtown Austin, over achieving the very top travel times. To the extent that a region of counties has decided, in the CAMPO 2040 plan, to allow toll roads on Mopac 1 South, please respect the values of residents who live along this roadway and select alternatives for these toll roads that will achieve the goals of improving travel times in the region with the least impact to the environment and green space aesthetic of the areas near Downtown Austin, including Lady Bird Lake, Zilker Park, and Rollingwood.

In addition, please serve the community by providing an Environmental Impact Statement for the Mopac South Environmental Study. There will be a significant impact, which will be impossible to mitigate by barriers and buffers, to the natural resources, environment, water quality, and quality of life of residents and businesses in Rollingwood and the surrounding areas of Austin if Mopac South is modified in any way. Please address the significant impacts to the environment identified in the attachments to this letter in an Environmental Impact Statement.

Multiple CTRMA staff have made verbal promises to me that CTRMA will collaborate with the City of Austin, TxDot, and the City of Rollingwood to improve the design of the pedestrian area under Mopac at the Barton Springs and Rollingwood Drive area. I have been told that the current proposal for pedestrian traffic in all 6 alternatives meets engineering practice requirements. Whether or not this is true, anyone who has practical experience walking through this area can immediately identify that the current proposal is not a safe solution for managing pedestrian traffic in the area (of note: I have challenged multiple CTRMA staff members to try to safely walk a jogging stroller through their proposed pedestrian cross walk locations – no one has taken me up on this challenge yet). Push button cross walks are, in practice, dangerous for this area and the proposed pathway require pedestrians to cross 3 intersections with variable high speed traffic and blind spots. Please evaluate placement of a pedestrian overpass across Barton Springs on the east side of Mopac within the CTRMA ROW. Also, please ask the CTRMA staff to keep their promise to reevaluate and redesign this pedestrian traffic area during the next phase of the Mopac South Environmental Study.

Thank you for considering my comments.

Best regards,

Amy J. Pattillo

[submitted for official public comment via fax to CTRMA]

Attachment – Please include this attachment in full in the public comments to the Mopac South Environmental Study and in the comments to be evaluated during the NEPA process

(1) The Mopac South Environmental Study needs to provide information about the actual work done or that will be done to avoid unnecessary impacts to the natural and human environment, not merely summary statements.

Of note, the "Project Goals and Objectives" sheet available in the Mopac South Environmental Study Virtual Open House states, as a third goal: "*Be constructible without unnecessary impacts to the natural and human environment.*" CTRMA has failed to provide the public with sufficient information to prove that the Mopac South project will be constructible without unnecessary impacts to the natural and human environment.

CTRMA needs to clearly provide the public with specific information about the studies of areas where there could be impact to the natural and human environment. Currently CTRMA has merely provided summary statements.

CTRMA needs to provide the public with additional information about the necessary impacts to the natural and human environment that cannot be mitigated.

Threatened and Endangered Species

With respect to threatened and endangered species, the "Environmental Study Update" flyer available in the Mopac South Environmental Study Virtual Open House states: "Field surveys were conducted in the project area. No listed threatened or endangered species were encountered." There are pictures of birds, karst species, fresh water mussels, and salamanders shown on the flyer.

The data currently provided in the Environmental Study is insufficient to support CTRMA's claims. Endangered salamanders are known to exist at Barton Springs Pool (https://tpwd.texas.gov/huntwild/wild/species/bartonspringssalamander/). Areas of Austin have been designated as preserves for the Golden Cheek Warbler (https://www.austintexas.gov/ecoweb/golden-cheeked-warbler). Both of these endangered species are known to be located near the project area or their environments. With respect to salamanders in Barton Springs, the Edwards Aquifer recharge zone feeds Barton Springs, a known habitat of endangered species and any development in that zone will impact the water quality in Barton Springs and the habitat of this species.

The environmental study merely states that "field surveys were conducted in the project area", but does not indicate the scope of this work. There is no indication of which portions of the project area were surveyed or how the surveying work was performed. The report is disturbingly ambiguous, providing no parameters or structure. Given that endangered species are known to be proximate to the project area, CTRMA needs to provide the public with more information about the actual studies that were performed to assess whether threatened or endangered species are present in the project area.

Water Quality

With respect to Water Quality, the "Environmental Study Update" available in the Mopac South Environmental Study Virtual Open House states "The Mobility Authority plans to meet

water quality standards on this project to protect the Barton Springs segment of the Edwards Aquifer Recharge Zone, as required by the Texas Commission on Environmental Quality. Water quality treatment measures on MoPac could be enhanced by this project by implementing the latest, most modern technologies available: Permeable Friction Course (PFC) Pavement, Water Quality Ponds, Vegetative Controls, Hazardous Materials Traps."

First, at the next open house, CTRMA needs to inform the public whether the latest, most modern technologies available for water quality treatment will *actually* be used on the project, or if there is some specific condition that would trigger their use. CTRMA's current statement implies that the use of these modern technologies is conditional or optional.

Second, at the next open house, CTRMA needs to inform the public of what the water quality standards are (including code sections and other requirements) that CTRMA understands as required by TCEQ for protecting the Barton Springs segment of the Edwards Aquifer Recharge Zone. In addition, CTRMA needs to provide the public with a map showing which portion of the project is the "Barton Springs segment of the Edwards Aquifer Recharge Zone".

Third, at the next open house, CTRMA needs to inform the public of what the water quality standard are (including code sections and other requirements) that CTRMA understands as required by TCEQ for protecting the portion of the project that are not the "Barton Springs segment of the Edwards Aquifer Recharge Zone".

Fourth, at the next open house, CTRMA needs to inform the public of what additional measures will be taken to protect the water quality of Lady Bird Lake and protect the lake from pollutants and run off during and after construction.

Traffic Noise

With respect to Traffic Noise, the "Environmental Study Update" available in the Mopac South Environmental Study Virtual Open House states: "Given the 98% projected population growth in Travis and Hays counties, traffic noise along MoPac is going to continue to increase over time, regardless of whether or not we build improvements. A detailed noise analysis will be conducted once a recommended Express Lane configuration has been determined. The community will be engaged in next steps after the analysis is complete."

During the November Open House at Hill Country Middle School, the CTRMA staff and CTRMA's noise consultant were asked by members of the public, during a Q&A session, if any of the alternatives would create more noise or if any would create the least amount of noise. The noise consultant stated that there actually is preliminary noise data for the project, but it was not available for public consumption. He also stated that based on the preliminary data, there is no plan that provides any more or less noise than any other because for all the plans, the noise would be mitigated, but that we could not rely on his statement.

During the next open house, CTRMA should provide the public with noise impact data pre and post mitigation for each of the 6 alternatives and any other alternatives. The public has received no notice of whether any of the 6 alternatives would emit, pre or post mitigation, more noise than any of the other alternatives. The public has been provided with an answer of "you can't have that information", regarding an issue that will impact the enjoyment of park land in Austin and in Rollingwood, along with the enjoyment of private property along Mopac. CTRMA has failed to provide the public with information that proves that CTRMA can meet the goal of "Be constructible without unnecessary impacts to the natural and human environment."

In addition, CTRMA has failed to establish that all 6 of the alternatives would have the same traffic noise impact. CTRMA must evaluate the noise impact of *all* alternatives against no build, not just a recommended configuration against no build.

Furthermore, CTRMA has presented 6 alternatives, 3 of which include elevated lanes traveling along the eastern boundary of Rollingwood, as well as impacting Zilker Park. CTRMA has failed to establish that pre or post mitigation, the 3 alternatives with elevated lanes in the Cesar Chavez to Barton Skyway corridor would have the same traffic noise impact as the 3 alternatives without elevated lanes in this corridor.

It is deceptive for CTRMA to state: "The community will be engaged in next steps after the analysis is complete." When CTRMA staff are asked to clarify what these "next steps" include, at multiple Open House meetings I have participated in during the previous Open House period and this Open House period, the public has been informed that only those residents closest to Mopac will have a vote on whether to implement noise mitigating measures. It is inaccurate and deceptive for CTRMA to state that "the community" will be engaged in next steps after the analysis is complete when there is a small selection of residents who may be able to participate in the process. In addition, when CTRMA staff are asked which properties would qualify for votes on noise mitigation options for the corridor between Lady Bird Lake and Bee Caves Road, the Zilker Club House has been designated as "the community" that would get a voice on noise mitigation measures for Mopac South – we have been told multiple times that no one in Rollingwood will get to vote on noise mitigation measures.

Since there is no guarantee to the communities adjacent to Mopac that any noise mitigation barriers will be implemented, at the next open house, CTRMA needs to provide the public with full noise analysis of pre and post mitigation noise impacts for each of the alternatives presented.

In addition, at the next open house, CTRMA needs to stop deceiving the public and identify who "the community" is that would actually have a vote on the use of noise mitigation barriers along Mopac South.

(2) The Mopac South Environmental Study needs to study and evaluate an alternative that includes 2 HOV lanes in each direction.

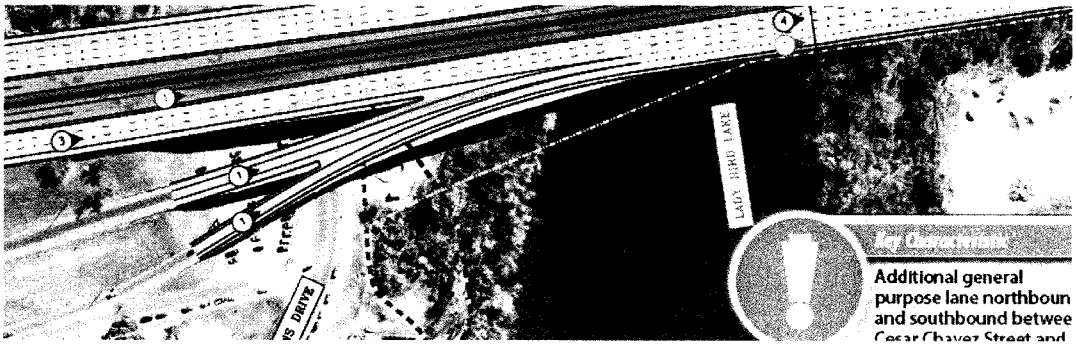
CTRMA staff appears to have initially compared the travel time estimates and impact of 1 HOV lane in each direction on Mopac South with 2 toll lanes in each direction on Mopac South. This is not an even or fair comparison of alternatives to toll lanes. An alternative with 2 HOV lane in each direction, optimized with TDM and TSM strategies, should be considered along with 2 toll lanes in each direction, optimized with the same or even TDM and TSM strategies.

(3) The Mopac South Environmental Study needs to present multiple alternatives without elevated lanes in the Cesar Chavez to Barton Skyway corridor that include TSM improvements to optimize travel times, such as improving the TSM for the 2 express lanes in each direction without direct connect.

As to the 2 lanes in each direction *without* direct connection alternative, CTRMA needs to update this alternative to include TSM improvements and other optimizations before comparing the 6 alternatives. The 2 express lanes in each direction without direct connection

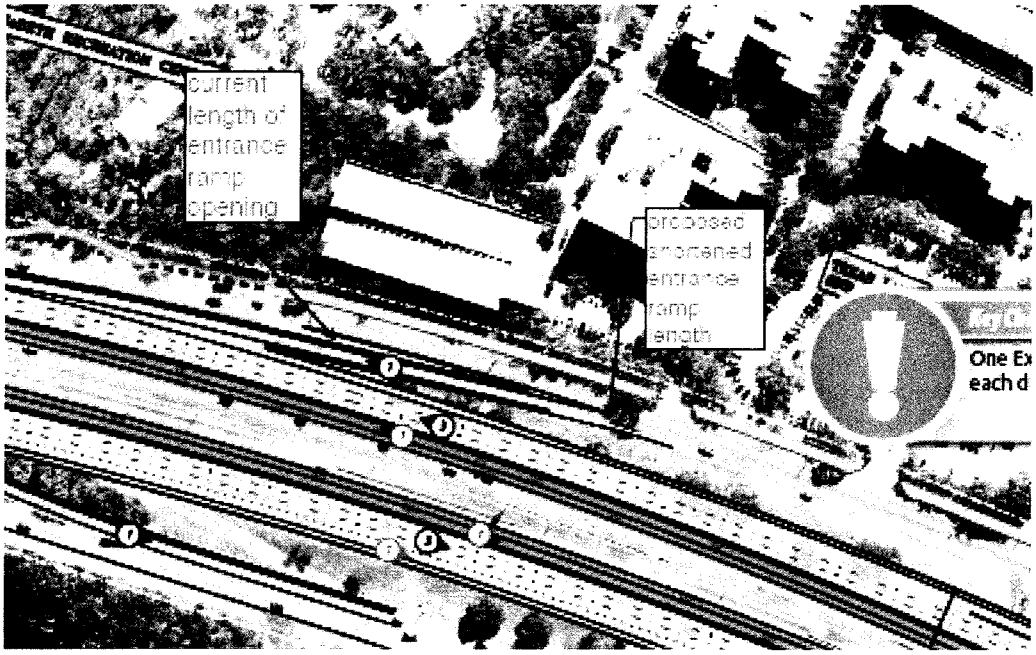
alternative is merely the 2 express lanes in each direction with direct connection, without any design adjustments that could improve the travel times *without* requiring elevated lanes. To fairly evaluate the 2 express lanes in each direction without direct connection alternative against other alternatives, it should be optimized to use the extra ROW space available because no elevated lanes are required.

For example, at the next open house, CTRMA needs to provide the public with the 2 express lanes in each direction without direct connection alternative, adjusted to include the TSM provided in the 2 lanes in each direction with elevated lanes near Barton Skyway. This TSM includes: (1) The 2 lanes in each direction with elevated lanes near Barton Skyway includes an extra general purpose lane on each side between Cesar Chavez and Bee Caves Road. These additional capacity lanes should be integrated into the 2 lanes in each direction without direct connection alternative to improve travel times for exited toll lane traffic and general traffic between Bee Caves Road and Cesar Chavez. (2) The 2 lanes in each direction with elevated lanes near Barton Skyway includes a separate lane for southbound inbound Cesar Chavez traffic from southbound inbound Lake Austin Blvd traffic (see map below). This configuration of 2 lanes removes a current known, significant bottleneck where inbound Lake Austin Blvd traffic and Cesar Chavez traffic merge before entering Mopac. Removing this bottleneck from the 2 lanes in each direction without direct connection alternative will improve travel times for southbound traffic between Cesar Chavez and Bee Caves Road.



(4) The Mopac South Environmental Study needs to present all alternatives with the Bee Caves northbound on-ramp entry length returned to the current length or longer.

5 of the alternatives presented propose shortening the entry length of the northbound on-ramp from Bee Caves Road. I have marked a cut out of the map for the 2 express lanes in each direction without direct connect to show the point where the on-ramp entry currently ends. In addition, I have marked the map to show the point where the on-ramp entry is proposed to end in the 5 alternatives. (see map below). In future presentations of alternatives, CTRMA needs to clearly show that the northbound on-ramp entry length is the same or longer than the current length. Any shortening of the entry length of this on-bound ramp will create a bottleneck for traffic flow on the frontage road, which will lead to additional traffic backup on Bee Caves Road. Please ensure that the alternatives do not remove existing access, capacity and infrastructure.

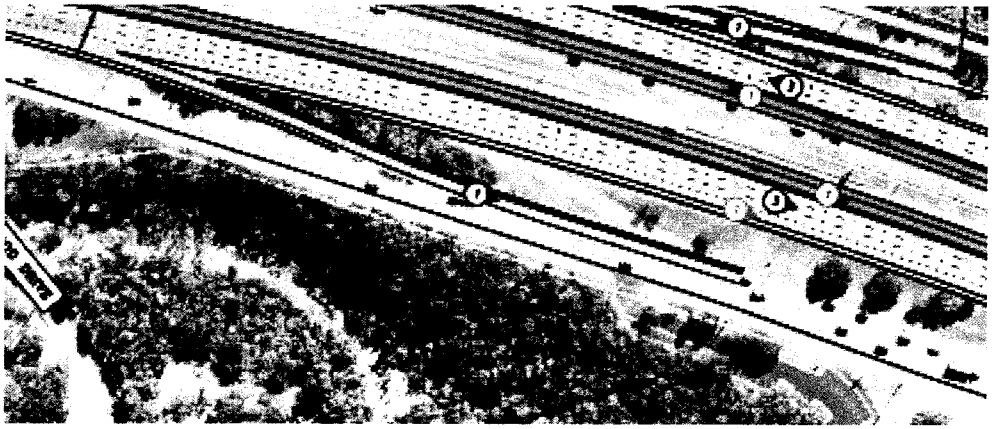


(5) The Mopac South Environmental Study needs to present a Topographical model and traffic simulation of the Proposed Bee Caves Southbound exit ramp.

5 of the alternatives propose adjusting the position of the exit ramp at Bee Caves road for southbound traffic (see map below). Currently, it is difficult to exit at Bee Caves/2244 and merge across all the lanes of traffic, to arrive at the westbound lane of Bee Caves Road. Backing up the exit ramp to provide extra space for merging may reduce this dangerous merging condition. In addition, the topography of the frontage road significantly contributes to the dangerous merging condition. Cars accelerate up the steep incline, which terminates with a sudden rise, and then levels out proximate to the driveway into Parks Hills church. The accelerating cars reach the rise and then intersect with cars exiting the ramp and attempting to merge across multiple lanes of traffic.

At the next Open House, CTRMA should present a topographical model of the proposed Bee Caves Southbound exit ramp for each of the alternative. Engineers for CTRMA have noted that different alternatives require different amounts of right of way, which impacts the design constraints for positioning and lengthening the Bee Caves Southbound exit ramp.

In addition, at the next Open House, CTRMA should provide a traffic simulation of the traffic merging into the frontage lane, showing where vehicles will enter the frontage road, using real modeling of the speeds at which vehicles travel up the steep incline and showing the inclines. Traffic modeling should show impacts at peak and non-peak hours.

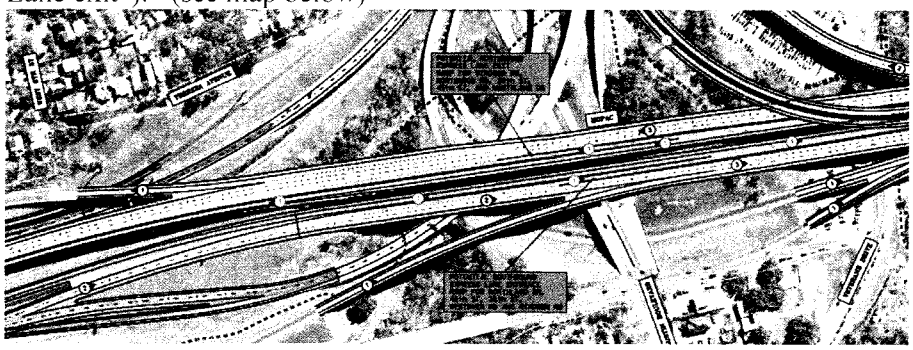


(6) The Mopac South Environmental Study needs to provide the public with consistently applied rationale, traffic studies, and other information to compare the use of inside lane toll road entrance/exits are used at some locations, but recommending elevated lanes at others.

All 6 alternatives offered by CTRMA for the Mopac South Project focus on moving traffic to and from a point on Cesar Chavez in front of Austin High School to and from a point by Slaughter Lane. CTRMA has prioritized moving toll lane traffic to and from a point well into Cesar Chavez, a downtown street that is not a highway or a bypass (or Mopac) in the shortest amounts of time. The Mopac South Environmental Study is tasked with developing toll roads on Mopac from the Cesar Chavez interchange (which also includes 5th street and Lake Austin Blvd connections) to the Slaughter Lane interchange. CTRMA, however, has myopically focused the project on putting toll road users onto Caesar Chavez itself, and has only provided travel time data reflecting the expected travel times in the toll and general lanes for the portion of traffic on Mopac that enters or exits Cesar Chavez.

There are many other toll road entrance/exit points along the Mopac South Project corridor that require toll lane traffic to merge in and out of an inside lane, and service multiple exits, rather than a single exit.

In all 6 alternatives, CTRMA has placed a toll road exit for northbound toll traffic at the top of the north side of the Lady Bird Lake bridge, before the Enfield exit ("the Enfield Toll Lane exit"). (see map below)



The Enfield Toll Lane exit is the only toll road exit point for all northbound toll road traffic needing to exit Mopac at the following exit points: Windsor Road, Northwood Road, 35th street, 45th street, and Northland Drive. **CTRMA has selected, as part of the Mopac South project, to place a single toll road exit point, from an inside lane, to service toll lane traffic exiting from 5 exit points on Mopac.**

CTRMA has not provided the public with any information indicating why a single, inside lane exit point is recommended for exiting traffic for 5 exits along Mopac before Enfield, but elevated lanes are recommended in 3 alternatives for exiting traffic for a single exit at Cesar Chavez.

CTRMA has failed to show that Cesar Chavez, in comparison with other exit points on Mopac, will receive an amount of traffic that justifies the cost and environmental impact of elevated lanes to move traffic into and off of Cesar Chavez alone with no or minimal time in general purpose lanes – in fact, CTRMA did a study with results claiming that the elevated lanes will not place any more traffic on Cesar Chavez than would be on Cesar Chavez under no build conditions. The study, using Dynamic Traffic Modeling, indicates that drivers will choose alternate routes into and out of downtown, to avoid the congestion on Cesar Chavez, and as a result, the elevated lanes will not place any more traffic on Cesar Chavez.

CTRMA has failed to provide the public with information as part of the Mopac South project showing what percentage of travelers on Mopac are predicted to use each of the Enfield Toll Lane exit, Cesar Chavez Toll Lane exit, or the Barton Skyway/Bee Caves toll lane exit. In the 3 alternatives that propose elevated toll lanes for Cesar Chavez toll lane exits, there is no supporting rationale or traffic volume study comparisons for these interchanges to support the use of elevated lanes to service a SINGLE Mopac exit point when the Enfield Toll Lane Exit uses an inner lane exit to service 5 Mopac exit points and the Bee Caves/Barton Skyway Exit also uses an inner lane exit to service 2 Mopac exit points. CTRMA has failed to identify any consistently applied engineering rationales, traffic volumes studies, or any other information, as the reasons for even studying the use of elevated lanes to service a SINGLE Mopac Exit when inner lane entrance/exits are recommended in other locations for servicing MULTIPLE Mopac Exits.

The length of the "on ramp" for the Enfield Toll Lane Exit is significantly shorter than any proposed on or off ramp proposal for the entrances and exits to the Northbound toll lane entrance and exit before Bee Caves Road. CTRMA has failed to provide any rationale, traffic studies, or any other information to support the design of the Enfield Toll Lane Exit as a very very short length inner lane "on ramp", for serving 5 Mopac exits, to support the proposed 3 alternatives that include elevated lanes for serving 1 Mopac exit at Cesar Chavez, or to support the proposed longer inner lane entrance/exit for the Barton Skyway and Bee Caves northbound exits.

Elevated lanes are not the only way to improve travel times. CTRMA needs to provide the public with one or more alternatives without elevated toll lanes that apply TSM,

optimizations and consistent engineering rationale to the design and position of **ALL** toll road entrances and exits. **Until CTRMA presents the public with an alternative that requires no elevated lanes, but optimizes toll lane entrances/exits, it is impossible for there to be a fair comparison of an alternative without elevated toll lanes to an alternative with elevated toll lanes.**

(7) The Mopac South Environmental Study needs to remove or change the dangerous and bottlenecking inner lane toll road exit on northbound Mopac before the Enfield exit and assess the impact to travel times from the toll road exit on northbound Mopac before the Enfield exit.

Creating a new bottleneck in general purpose lanes

The Enfield Toll Lane exit is currently proposed at a point where northbound Mopac traffic is often congested during peak times in the morning *and afternoon*. CTRMA has failed to show how travel times will be impacted for the general traveling public and for toll lane users due to the merging of toll lane traffic (destined for 5 exits from Mopac) into general lanes at this existing congestion point during morning and afternoon peak hour traffic. Even without CTRMA providing this data, it is clear that the Enfield Toll Lane Exit will create a new bottleneck into the traffic flow on Mopac as cars merge out of the toll lane into already congested lanes. The impact of a new bottleneck in an already congested area during peak times is certain to back up traffic well into the bridge over Lady Bird Lake and farther beyond. Will CTRMA introduce the Enfield Toll Lane Exit as it is presented, only to create a new bottleneck in northbound Mopac traffic, in order to later justify adding an elevated direct connect from the toll lane to the Enfield exit itself?

Impact of Enfield Toll Lane exit on Mopac South travel times not assessed

Even if the point selected for the Enfield Toll Lane exit were not an existing congestion point during morning and afternoon peak hour traffic, CTRMA has failed to provide any expected travel times for vehicles entering the toll road at Slaughter, but not exiting at Cesar Chavez, and continuing over the river. CTRMA has myopically focused on predicting "reliable" travel times between Slaughter Lane for the percentage of traffic that enters or exists from Cesar Chavez, but failed to provide any expected travel times for toll or general lane travelers to travel from Slaughter Lane to any point that is *on Mopac*, such as this last north bound exit included in the Mopac South environmental study.

Creating a Deathtrap

To make matters even worse, CTRMA has positioned the Enfield Toll Lane Exit in such a manner that it is feasible for those exiting the toll lane, as the plan is currently presented, exit the toll lane and merge across traffic on Mopac to exit at Enfield Road. In speaking with engineers for CTRMA, I have been told that the distance between the Toll Lane exit and the Enfield Road Exit is not the required number of feet for the Enfield Toll Lane Exit to be a proper exit point for Enfield Road – be that as it may, drivers do not care whether a proper distance has been allowed for merging across to an exit – if there is an opening for drivers to exit from the toll lane and stop traffic to merge over to Enfield, attempts to merge across and exit will happen and it will create a chokehold in traffic. During peak periods, when the traffic is slower in this area, drivers will try to merge across 3 lanes of slow moving traffic that has limited visibility because

of the incline of Mopac. During non-peak periods, when the traffic is faster in this area, drivers will try to merge across 3 lanes of fast moving traffic, which will lead to deaths. To the extent that barriers may be put in place along the portion of the map that is a dotted line, this line should extend past the Enfield exit – not stop before it. Will CTRMA introduce the Enfield Toll Lane Exit as it is presented, only to create a new dangerous merging area for general northbound Mopac traffic, in order to later justify adding an elevated direct connect from the toll lane to the Enfield exit itself?

(8) The entire Mopac South Environmental Study (including, but not limited to, the project purpose, project goals and objections, project need, problems to be addressed, all underlying data and modeling, CSS, travel times, traffic modeling, and comparisons of alternatives) needs to be updated for all 6 alternatives, in addition to previously considered alternatives, to the reflect the CAMPO 2040 plan.

CTRMA is only authorized by statute to build toll roads on Mopac between Cesar Chavez and Slaughter Lane in accordance with the CAMPO 2040 plan and "in all respects for the benefit of the people of the counties in which an authority operates and of the people of this state, for the increase of their commerce and prosperity, and for the improvement of their health, living conditions, and public safety." (*see* Texas Transportation Code Chapter 370). The CAMPO 2040 plan is the active plan for the region. (*see* the CAMPO website, which states "the CAMPO 2035 plan is no longer the active long-range plan for the capital area" and "the CAMPO 2040 Regional Transportation Plan is the active long-range plan for the capital area.")

Of note, the "Project Goals and Objectives" sheet available in the Mopac South Environmental Study Virtual Open House states, as a first goal: "Provide consistency with local and regional plans."

The Mopac South Environmental Study is currently based on the CAMPO 2035 plan, which is not the active plan for the region. In addition, the Mopac South Environmental Study is currently based on the CAMPO 2035 plan, which only authorizes CTRMA to build one toll lane in each direction on Mopac South. CTRMA specifically withdrew the request to amend the CAMPO 2040 plan to include two toll lanes in each direction on Mopac. The CAMPO 2035 regional plan does not support an Environmental Impact Study of Mopac South that includes two toll lanes in each direction. The CAMPO 2035 plan, and its underlying data and models, generated based on the multitude of information provided throughout the entire CAMPO 2035 plan, cannot be used as the basis for elimination or selection of toll road alternatives that include more than one lane in each direction on Mopac South.

CTRMA spent 3 years holding meetings for the Mopac South Environmental Study with project purpose, goals and objections, need, problems to be addressed, traffic times, and traffic modeling all based on the CAMPO 2035 plan. The CAMPO 2035 plan is a regional planning document, focused on designing a plan for building *and interconnecting* roadways throughout multiple counties. The CAMPO 2035 plan provided for building *and interconnecting a single express lane* in each direction on Mopac South. The Regional Toll Network Analysis and the Traffic Demand Model incorporated into the CAMPO 2035 plan reflect planning for one express lane in each direction on Mopac South, as that one toll lane is interconnected within the region.

Despite the fact that the CAMPO 2040 plan is the active plan during the current open house, and despite the fact that the CAMPO 2035 plan fails to provide authority for CTRMA to study, design, or evaluate 2 express lanes in each direction, during the November 2015 Open House, CTRMA staff have continued to evaluate the travel times for each of the 6 alternatives (4 of which include 2 express lanes in each direction) based on the Traffic Demand Model provided by the CAMPO 2035 plan, modified by 2015 blue tooth data.

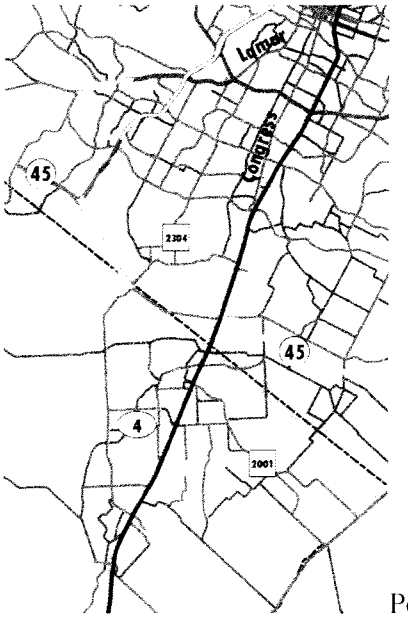
The CAMPO 2035 plan does not take into account Regional Toll Network Analysis and Traffic Demand Model based on the CAMPO 2040 plan. The Regional Toll Network Analysis and Traffic Demand Model for the CAMPO 2040 plan should take into account, in the demand on Mopac South, that 2 express lanes in each direction are allowed. According to CTRMA, one express lane in each direction is not a financially viable option for taking the Mopac South project out for bonding. If this is true, then it stands to reason that the Traffic Demand Model for 2 express lanes in each direction would differ from the Traffic Demand Model for 1 express lane in each direction in the CAMPO 2035 plan. In addition to financial viability, CTRMA has all but eliminated the option for one express lane in each direction on Mopac South by in comparison with two express lanes in each direction. There are differences in capacity, ability to handle emergencies, financial viability, and average travel times.

In addition, the CAMPO 2040 plan has a significant error, which should be corrected as CTRMA participates in evaluating the effects of the Mopac South toll road on the EJ community in accordance with NEPA. For the Regional Toll Network Analysis CTRMA is required to perform, as part of the NEPA analysis, to be accurate. Page 152, column 3 of the CAMPO 2040 plan under "Regional Toll Network Analysis" states "The interconnected network of existing and planned toll roads and express lanes form a regional toll network. Project sponsors evaluate the effects of the toll roads and express lanes on the EJ community for individual road projects in accordance with the National Environmental Policy Act (NEPA). CAMPO also evaluates the regional toll network for the effect of the total interconnected network on the EJ community. CAMPO will conduct the 2040 Plan Regional Toll Network Analysis (RTA) after the Transportation Policy Board adopts the 2040 Plan. CAMPO's most recent RTA includes all planned and potential toll projects, except for the IH 35 express lanes." This statement is not correct. CAMPO's most recent RTA based on the 2035 plan only includes potential toll projects of one express lane in each direction on Mopac South. The CAMPO 2040 plan includes two express lanes in each direction on Mopac South. CTRMA has made assertions as to the significant differences in the effects of one toll lane in each direction and two toll lanes in each direction. The RTA based on the CAMPO 2040 plan should be updated to include potential toll projects of two express lanes in each direction on Mopac South.

In addition, the CAMPO 2040 plan reflects updates to the following maps and information, which impact the Mopac South Environmental Study:

- Pp. 28-33, including map 2: population growth and changes in population density from 2010 to 2040
- Pp. 33-35, including map 3: employment forecasts and changes in employment density from 2010 to 2040
- Pp. 35-36, including map 4: CAMPO centers in 2040

- P. 49, map 6: Road types in 2040, which include a combination of toll roads and arterial roads that connect Mopac South to I-35 through two different routes: (1) 45 (toll way from 2035 plan + new section of 45 connecting to I-35 in 2040 plan labeled as "arterial roadway"); and (2) 1626 through Buda. (see pull out of map 6 below)
- P 50-54: congestion characteristics in 2040, including AM and PM delays, including Mopac South and the roadways interconnected to Mopac South
- P 54-61: updates to public transportation, including the use of transit-related apps, and changes to bicycle and pedestrian facilities



Portion of Map 6 from the CAMPO 2040 plan showing arterial roads and toll roads connecting Mopac South from the south to I-35 2 different routes: 45 and 1626.

Specifically, the CAMPO 2040 plan, on p. 64, states, "the existing transportation system described previously [in pp. 1-63 of the CAMPO 2040 plan] is used to assess current traffic congestions. CAMPO generates a travel demand model using the current and forecast socioeconomic data and information about the transportation system and land use. CAMPO 2040 plan, page 63. The plan states: "the four-step travel demand model process is described in Figure 11. The model is calibrated to observe 2010 traffic counts. Once calibrated, the model is used to forecast future traffic conditions."

Clearly, the CAMPO 2040 traffic demand model will be different from the CAMPO 2035 traffic demand model because of the litany of factors that are considered in generating the CAMPO 2040 traffic demand model and the plans for additional roadways within the region.

Further, the CAMPO 2040 plan includes additional issues that need to be evaluated as part of the study and evaluation of toll roads under the authority of the CAMPO 2040 plan and in compliance with NEPA:

- p. 131-133: freight corridors, freight movement, freight related improvements to the road system (with a list of improvements to be made including Loop 1 South from RM 2244-Cesar Chavez) and freight rail improvements;
- p. 133-135: environmental factors
- p. 135-141: air quality
- p. 141-142: energy conservation
- p. 142: water issues
- p. 143-148: climate change
- p. 148-152 : environmental justice
- p. 152-158 : regional toll network analysis
- p. 158-160 : emerging technologies

The entire Mopac South Environmental Study needs to be reevaluated and reset, in writing, to reflect the CAMPO 2040 plan. The difference between the CAMPO 2035 plan and CAMPO 2040 plan is not merely a change in language from "one express lane in each direction" to "two express lanes in each direction". As noted above, there are multiple differences between the CAMPO 2035 and CAMPO 2040 that significantly impact the underlying data used to support the Mopac Environmental Impact Study. It is insufficient for CTRMA to select one alternative and then update that alternative to reflect the CAMPO 2040 plan. Each of the 6 alternatives, or any additional alternatives, should be updated to reflect the CAMPO 2040 plan and represented to the public for comment.

(9) The Mopac South Environmental Study needs to provide improved designs for the Bee Caves Road/Mopac intersection, or provide a written rationale for why improvements to the Bee Caves Road/Mopac intersection are not a part of the Study.

During the last comment period, the City of Rollingwood and its residents requested, in multiple forums, that the Bee Caves Road/Mopac interchange be separately evaluated and redesigned to improve efficiency as part of the Mopac South Environmental Study. CTRMA is performing Intersection Environmental Studies for the intersections at Slaughter Lane and LaCrosse Avenue. The problem statement for the studies of these intersections indicates that these intersections "were originally constructed in 1992 and have grown increasingly congested over the years. Traffic congestion at these intersections is causing travel delays and adversely affecting access and mobility." In the "Proposed Action, Purpose and Need Statement" released in June 2015 for the Intersection Environmental Studies, Table 1 indicates that the Bee Caves Road intersection was completed in 1982, by a decade pre-dating the Slaughter Lane and La Crosse avenue intersections. The demand on Bee Caves Road is also known to have significantly increased since the intersection was built in 1982.

At the October 2015 Rollingwood City Council Meeting, Assistant Executive Director Mario Espinoza addressed the Rollingwood City Council. One of the first things he shared is that the Bee Caves intersection would not be considered for improvement as part of the Mopac South Environmental Study.

Please consider adding the Bee Caves road interchange, which is a gateway to Bee Caves Road and Barton Springs, to be improved as part of the Mopac South Environmental Study. If

CTRMA continues to decline this request, please provide the public with a written rationale for the Bee Caves intersection not being updated and improved as part of the Mopac South Intersections Study or Mopac South Environmental Study. Of note, in the "Proposed Action, Purpose and Need Statement" released in June 2015 for the Intersection Environmental Studies, Table 2 on page 6 provides data about the amount of delay per vehicle and number of vehicles using the Slaughter and La Crosse interchanges at peak times. In your rationale, please provide similar traffic analysis regarding the amount of delay per vehicle and number of vehicles using Bee Caves interchange at peak times and explain why improvements are not recommended for this interchange.

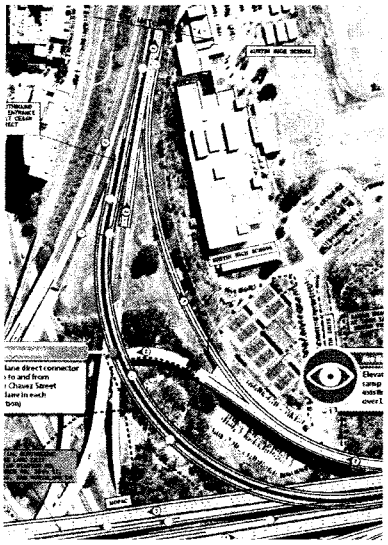
In addition, please consider that the expansion of Bee Caves Road to include a center turn lane and bike and pedestrian facilities is already underway to support the predicted increase in traffic volumes on Bee Caves Road.

At some point, the Bee Caves Road infrastructure of 1982 will need to be updated. If CTRMA is going to dig up the entire interchange at Bee Caves and Mopac to add toll lanes across the intersection, but not actually improve the intersection in any way, please, at the least, do not add elevated lanes over the Bee Caves Road exit that would add any infrastructure that would reduce or remove options for future improvement of the interchange.

(10) The Mopac South Environmental Study needs to provide travel times for the general traveling public and toll lane users between a point on Mopac itself near Cesar Chavez to a point on Mopac itself near Slaughter Lane, along with providing northbound afternoon travel times, to provide travel time information for the majority of the traveling public not exiting or entering at Cesar Chavez.

During the November Open House meeting at Hill Country Middle School, I asked the CTRMA staff and contractor who provided the travel time estimates for CTRMA, what specific points on the map were selected for the travel time estimates. I asked this question to clarify whether the travel times estimated to and from Cesar Chavez were based on the point at which toll road users enter or exit the toll road, which would vary among the alternatives, or whether they were based on a particular point on or near Cesar Chavez.

The CTRMA travel time estimator (and since then additional staff) stated that the point on Cesar Chavez that was used for the travel time estimates for all 6 alternatives is the point ½ miles in on Cesar Chavez where traffic lets out (for Northbound) or enters the toll road (for South bound) in front of Austin High on Cesar Chavez in the 2 express lanes in each direction with direct connect alternative (portion of 2 express lanes in each direction with direct connect shown in map below).



The CTRMA staff has only provided travel time estimates for northbound average travel times for those drivers who enter Mopac at Slaughter Lane, use the general purposes or toll lane, and *then exit Cesar Chavez*. The CTRMA staff has only provided travel time estimates for southbound average travel times for those drivers who enter Mopac *from Cesar Chavez*, not Mopac itself, and use general purpose or toll lanes.

In addition, the northbound travel times provided are only for am traffic and the southbound travel times provided are only for pm traffic. One glance at Google maps in the afternoon and it is clear there are unique and significant traffic congestion issues for northbound traffic on Mopac that exits Cesar Chavez and that remains on Mopac over the Cesar Chavez interchange. Peak northbound travel times should be provided.

CTRMA staff has failed to provide any travel time estimates for travel between two points *on Mopac itself*. The public has not been provided with sufficient or reliable information about the differences in travel times for the majority of traffic on Mopac that does not exit Cesar Chavez, to reach different portions of Mopac.

CTRMA staff have myopically focused on travel time estimates for only the percentage of travelers who use Cesar Chavez as an exit or entrance to Mopac, which is only 11% of Northbound Mopac travelers and 9.3% of Southbound Mopac travelers (according to the 2015 projections from the Mopac North EA).

According to the traffic data provided in Appendix N of the Environmental Assessment for the Mopac North Project, 2015 projected data for northbound traffic on Mopac, of the 86800 daily drivers reaching the Cesar Chaves/5th street exit, 63500 (74%) continue on Mopac North, without exiting, and 23300 exit. Of those exiting at Cesar Chavez/5th, only 13800 (15%) fork to the right and take the Cesar Chavez exit; the remaining 9500 (11%) take the 5th street exit.

According to the traffic data provided in Appendix N of the Environmental Assessment for the Mopac North Project, 2015 projected data for Southbound traffic on Mopac, of the 86800 daily drivers on Mopac at the point where Cesar Chavez and Lake Austin Blvd entrances connect with Mopac South, only 8100 (9.3%) of these cars arrive from the Cesar Chavez ramp.

Based on 2015 numbers, which were used in the Mopac North EA, CTRMA staff has only estimated travel times for an estimated 15% of the traveling public northbound and 9% of the traveling public southbound.

For the public to compare the travel time impact of each of the 6 alternatives, and other alternatives, CTRMA needs to provide travel time estimates between points actually on Mopac itself. In particular, for northbound travel time estimates, CTRMA needs to provide the public with travel time estimates for general and toll lane users between the north most point of the Mopac Environmental Study. For northbound and southbound traffic this point is north of the exit at Enfield.

In addition, for the public to compare the travel time impact of each of the 6 alternatives, and other alternatives, CTRMA needs to provide travel time estimates for the segments of the Mopac Improvement project where there are differences in each of the projects. For example, CTRMA needs to provide travel time estimates between 360 and Cesar Chavez and between 360 and the north most points of the Mopac South Environmental study for each of the 6 alternatives. For the public to compare the differences in impacts between the different alternatives, the public needs to be provided with sufficient and reliable (unrounded) data estimated travel times for the segments of alternatives that are different.

Of note, at the Open House at Hill Country Middle School, I was told, by CTRMA staff, that the reason that the travel times for toll lanes users of the 2 elevated lanes in each direction with direct connect and the 2 elevated lanes in each direction with elevated lanes near Barton Skyway are both "9 minutes" each way, is that the numbers are rounded. I asked how the southbound toll traffic estimates, in particular, for these two plans could be within 30 seconds of one another. I was told that it could be that the graphic designer put in the wrong numbers. I have since been shown the unrounded numbers and I still question their accuracy based on what I know about the current traffic issues for southbound traffic between the Cesar Chavez interchange and the Bee Caves interchange, during peak afternoon traffic.

Of note, the "Project Goals and Objectives" sheet available in the Mopac South Environmental Study Virtual Open House states, as a second goal: Reduce congestion delay and provide travel time savings for all roadway users. Currently, CTRMA staff has only provided that that allows the public to evaluate congestion delay and potential travel time savings for 9-15% of the total roadways users each direction. This is insufficient.

November 20, 2015

Central Texas Regional Mobility Authority
re: MOPAC South environmental study

CTRMA Board of Directors and Staff:

I fully support the official comments submitted by the City of Rollingwood, of which I am a resident. My wife, Amy Pattillo, has also submitted extensive comments, all of which I fully support as well.

In addition to both of the previously listed positions I am personally concerned of what appears to be an intentional lack of information and/or concern regarding the potential environmental impact on Barton Springs pool and the designated recharge zone. For the past 15 years I have been a twice-a-week, year-round-swimmer at Barton Springs. For most trips I also drive my friend, Nancy Ritchie-McMeans, who has been swimming there year-round since 1962. I hope to continue this activity for many years to come. This pool is a gift, a treasure of our community and amazing ambassador of the beauty and value of our city.

Before my comments are filed under "crazy-environmentalist-manifesto" please understand I am a life-long Austin resident, small business owner and believe in responsible and wise development. I, like many, experience the daily realities of our unprecedented population growth and inevitable transportation challenges. Roads must be built, solutions must be found, compromises must be reached. I am a conservationist. Protecting and preserving the treasures we have been given is a high priority.

Based on my experience I am concerned that, as often the case in such contentious developments, the anxiety of facing environmentalist opposition combined with the hubris of zealous planners has removed any plausible discussion of the possible environmental impact on the recharge zone and pool. I have found no substantive information regarding the pool in the MOPAC South Environmental Study.

Over million people visited Barton Springs pool in 2014 - the free market has spoken: The pool is valued. It is a valuable piece of Austin's culture, economy and environment. Please don't let the crazies (on both sides) keep reasonable people from having constructive dialogue about the future of MOPAC and the immediate environment.

Respectfully yours,

Jon Pattillo

[redacted]

COMMENTS ON VIRTUAL OPEN HOUSE

Amy	Pattillo	11/20/15	I was just informed by CTRMA staff that public comments received by fax may not be included in the public comment record. Since there is not an option to attach a document that includes drawings within this comment portal, I attempted to fax in my public comments (a 20 page document) to the CTRMA fax line. I also attempted to fax in a 1 page letter from my husband. Copies of the comments from myself and my husband that I attempted to fax are also in the packets being hand delivered to CTRMA by the City of Rollingwood. As an additional comment, for the next public comment period, the website comment interface needs to include an option for attaching documents or the CTRMA fax system needs to be updated to allow for receiving faxes of public comments that include graphic, as well as text, comments.

FAX COVER SHEET

TO	CTRMA
COMPANY	
FAXNUMBER	15129969784
FROM	AmyPattillo
DATE	2015-11-20 20:27:42 GMT
RE	Comments to the Mopac South Environmental Study

COVER MESSAGE

Please enter my comments, in full, in the record of public comments for the November 2015 Public Comment period regarding the Mopac South Environmental Study

Thank you,

Amy

Amy J. Pattillo, Attorney at Law
[redacted]

November 20, 2015

RE: Additional Comments to the Mopac South Environmental Study (Please enter this letter, and the attachment, in full, into the record of public comments to the Mopac South Environmental Study November 2015 Open House)

Dear Chairman Wilkerson & Board Members Mills, Bennett Jr., Meade, Armbrust, Singleton, & Heimsath:

First, thank you for your service on the CTRMA board. Over the last two years, I had the honor and privilege of serving the City of Rollingwood on its City Council; this position served to further increase my appreciation for those willing to give of their time, energy, and resource to serving the public, particularly in unpaid positions. Thank you for the time you all give to our community by overseeing mobility solutions with the Central Texas region.

Second, I offer comments to the Mopac South Environmental Study. I wholeheartedly support the official comments by the City of Rollingwood with regard to the Mopac South Environmental Study. In addition, my term on the Rollingwood City Council has recently ended, so I offer additional comments as an individual resident of Rollingwood, informed, in part, by the time I spent on the Council. I am thankful that the City of Rollingwood and its residents have actively engaged in the Mopac South Environmental Study public comment process, given that the project will significantly impact the eastern landscape and access to our city.

With regard to comments by the public, I am hopeful that the CTRMA board will receive copies, in full, of all the comments submitted by all community members who take the time to comment during the current comment period. In addition, I respectfully request that to the extent I, and others, have submitted multiple, separate comment letters or signed petition letters during the comment period, that the CTRMA staff not be permitted to selectively interpret and categorize these comments without also publishing all the comments in full. Many members of the community, myself included, have submitted multiple comments as responsible citizens who are actively engaged during the public comment period - asking questions and actively commenting on issues as the issues are clarified. Please receive each of the comments I submitted and signed during the comment period as an exercise of free speech and active participation throughout a public comment period, not as an attempt to "stack the vote".

During the time I served on the Council, I had the pleasure of speaking with you all during your April Board meeting and presenting the City of Rollingwood's first position regarding the first "Double Decker over Lady Bird Lake" alternative. I appreciate your willingness to listen to the position of the City of Rollingwood and many of its residents and to ask your staff to evaluate alternatives to placing a Double Decker that would extend not only over Lady Bird Lake, but most of the eastern boundary line of the City of Rollingwood. Among the 6 alternatives now being presented to the public, there are 3 alternatives that would place double decker, elevated lanes along the eastern side of the City of Rollingwood: (1 and 2) the 1 or 2 lanes in each direction with direct connect (aka Double Decker over Lady Bird Lake); and (3) the 2 lanes in each direction with elevated lanes near Barton Skyway (aka Two Elevated

Lanes over Bee Caves Road). I ask you again to weigh the adverse impact of elevated lanes to the aesthetics and property values of the area proximate to Rollingwood and the surrounding properties in Austin. Please do not select an alternative that would place elevated lanes over Lady Bird Lake or over Bee Caves Road.

In addition, before you select any alternative, I respectfully request that the CTRMA board provide the public with at least one more public comment period, if not more, during which the CTRMA staff address the following issues raised in the attachment to this letter, which is part of my comments:

(1) The Mopac South Environmental Study needs to provide information about the actual work done or that will be done to avoid unnecessary impacts to the natural and human environment, not mere summary statements;

(2) The Mopac South Environmental Study needs to study and evaluate an alternative that includes 2 HOV lanes in each direction;

(3) The Mopac South Environmental Study needs to present multiple alternatives without elevated lanes in the Cesar Chavez to Barton Skyway corridor that include TSM improvements to optimize travel times, such as improving the TSM for the 2 express lanes in each direction without direct connect,

(4) The Mopac South Environmental Study needs to present all alternatives with the Bee Caves northbound on-ramp entry length returned to the current length or longer;

(5) The Mopac South Environmental Study needs to present a Topographical model and traffic simulation of the Proposed Bee Caves Southbound exit ramp for each of the alternatives;

(6) The Mopac South Environmental Study needs to provide the public with consistently applied rationale, traffic studies, and other information to compare the use of inside lane toll road entrance/exits are used at some locations, but recommending elevated lanes at others;

(7) The Mopac South Environmental Study needs to remove or change the dangerous and bottlenecking inner lane toll road exit on northbound Mopac before the Enfield exit and assess the impact to travel times from the toll road exit on northbound Mopac before the Enfield exit, at the 5th/Cesar Chavez interchange;

(8) The entire Mopac South Environmental Study (including, but not limited to, the project purpose, project goals and objections, project need, problems to be addressed, all underlying data and modeling, CSS, travel times, traffic modeling, and comparisons of alternatives) needs to be updated for all 6 alternatives, in addition to previously considered alternatives, to the reflect all aspects of the CAMPO 2040 plan;

(9) The Mopac South Environmental Study needs to provide improved designs for the Bee Caves Road/Mopac intersection, or provide a written rationale for why improvements to the Bee Caves Road/Mopac intersection are not a part of the Study; and

(10) The Mopac South Environmental Study needs to provide travel times for the general traveling public and toll lane users between a point on Mopac

itself near Cesar Chavez to a point on Mopac itself near Slaughter Lane to provide travel time information for the majority of the traveling public not exiting or entering at Cesar Chavez.

As addressed in the attachment, currently, the CTRMA staff has failed to provide the public with sufficient or reliable information about each of the 6 alternatives upon which the public can collaborate with CTRMA to evaluate the benefits and significant impacts of each alternative. CTRMA staff have failed to treat each of the 6 alternatives evenly and have failed to evenly include TSM into the 2 express lanes each way without direct connection that could significantly reduce the travel times of those intending to use the toll lanes and the general traveling public. In addition, CTRMA staff have failed to provide a rationale to support the decision to recommend elevated lanes for the Cesar Chavez toll exit lanes, but to use inner lane toll lane exits at other points along Mopac that have a higher volume of exiting traffic than is predicted for Cesar Chavez.

The attachment to this letter includes additional details about each of the issues above that I request be evaluated and addressed by CTRMA as part of the NEPA analysis for the Mopac South Environment Study and as part of the information provided to the public for collaborating with CTRMA.

I recognize that CTRMA has already spent a significant amount of money developing the Mopac South Environmental Study and that CTRMA may have been able to check off many boxes in the NEPA process, however, the public still has not received sufficient information about any of the alternatives for the public to collaborate with CTRMA in the CSS process or other processes. The CTRMA staff presented an initial plan to the public with 2 express lanes in each direction, which did not fall within the scope of the authority given to CTRMA to build a toll road under the CAMPO 2035 plan (only allowing for 1 express lane in each direction). CTRMA has now spent a significant amount of additional resources developing 6 alternatives, under the CAMPO 2035 plan, and has failed to provide the public with sufficient or accurate information upon which the public rely in comparing the alternatives and collaborating with CTRMA. During open house meetings, the public asks questions about environmental impacts, such as aesthetic and noise impacts or mitigation options and the public is told that these factors will not be considered until after a preferred alternative is selected. How can a preferred alternative be selected if the public has not been provided with data allowing for comparison of environmental impacts of *each* alternative? During open house meetings, the public asks questions about traffic studies for Mopac South and is consistently told that the person who could answer the question is not in the room or that the information being requested is confidential/not ready for public consumption – and from my personal experience, even if the person with the answer to a question is in the room, it is doubtful they would have the authority to provide an answer on behalf of CTRMA. In addition to providing the public with additional opportunities to collaborate and comment on the Mopac South Environmental Study, please consider selecting leadership for this project who can provide effective management of the project and ensure that the public is provided with responses to basic questions about the impacts of the project. Please ensure, as part of the Mopac South Environment Study, that the public has been provided with sufficient, fair and, accurate information to collaborate in the study process. Please ensure that CTRMA staff does not merely hold meetings in order to check a box showing that a meeting was held within a specific community, but that staff is prepared to provide

sufficient and accurate information to the public who spend the time and energy to attend the meetings and become educated about the project.

It is undoubtedly a daunting challenge to gather public support for a transportation project that requires digging up an 8 mile portion of land in Austin that includes the Edwards Aquifer and Barton Springs, along with hundreds of acres of parkland and preserved green space. There is a good reason for this: residents of Travis County in the past, and currently, value maintaining the environment and water supply for future generations, and green space aesthetic near Downtown Austin, over achieving the very top travel times. To the extent that a region of counties has decided, in the CAMPO 2040 plan, to allow toll roads on Mopac 1 South, please respect the values of residents who live along this roadway and select alternatives for these toll roads that will achieve the goals of improving travel times in the region with the least impact to the environment and green space aesthetic of the areas near Downtown Austin, including Lady Bird Lake, Zilker Park, and Rollingwood.

In addition, please serve the community by providing an Environmental Impact Statement for the Mopac South Environmental Study. There will be a significant impact, which will be impossible to mitigate by barriers and buffers, to the natural resources, environment, water quality, and quality of life of residents and businesses in Rollingwood and the surrounding areas of Austin if Mopac South is modified in any way. Please address the significant impacts to the environment identified in the attachments to this letter in an Environmental Impact Statement.

Multiple CTRMA staff have made verbal promises to me that CTRMA will collaborate with the City of Austin, TxDot, and the City of Rollingwood to improve the design of the pedestrian area under Mopac at the Barton Springs and Rollingwood Drive area. I have been told that the current proposal for pedestrian traffic in all 6 alternatives meets engineering practice requirements. Whether or not this is true, anyone who has practical experience walking through this area can immediately identify that the current proposal is not a safe solution for managing pedestrian traffic in the area (of note: I have challenged multiple CTRMA staff members to try to safely walk a jogging stroller through their proposed pedestrian cross walk locations – no one has taken me up on this challenge yet). Push button cross walks are, in practice, dangerous for this area and the proposed pathway require pedestrians to cross 3 intersections with variable high speed traffic and blind spots. Please evaluate placement of a pedestrian overpass across Barton Springs on the east side of Mopac within the CTRMA ROW. Also, please ask the CTRMA staff to keep their promise to reevaluate and redesign this pedestrian traffic area during the next phase of the Mopac South Environmental Study.

Thank you for considering my comments.

Best regards,

Amy J. Pattillo

[submitted for official public comment via fax to CTRMA]

Attachment – Please include this attachment in full in the public comments to the Mopac South Environmental Study and in the comments to be evaluated during the NEPA process

(1) The Mopac South Environmental Study needs to provide information about the actual work done or that will be done to avoid unnecessary impacts to the natural and human environment, not merely summary statements.

Of note, the "Project Goals and Objectives" sheet available in the Mopac South Environmental Study Virtual Open House states, as a third goal: "*Be constructible without unnecessary impacts to the natural and human environment.*" CTRMA has failed to provide the public with sufficient information to prove that the Mopac South project will be constructible without unnecessary impacts to the natural and human environment.

CTRMA needs to clearly provide the public with specific information about the studies of areas where there could be impact to the natural and human environment. Currently CTRMA has merely provided summary statements.

CTRMA needs to provide the public with additional information about the necessary impacts to the natural and human environment that cannot be mitigated.

Threatened and Endangered Species

With respect to threatened and endangered species, the "Environmental Study Update" flyer available in the Mopac South Environmental Study Virtual Open House states: "Field surveys were conducted in the project area. No listed threatened or endangered species were encountered." There are pictures of birds, karst species, fresh water mussels, and salamanders shown on the flyer.

The data currently provided in the Environmental Study is insufficient to support CTRMA's claims. Endangered salamanders are known to exist at Barton Springs Pool (https://tpwd.texas.gov/huntwild/wild/species/bartonspringssalamander/). Areas of Austin have been designated as preserves for the Golden Cheek Warbler (https://www.austintexas.gov/ecoweb/golden-cheeked-warbler). Both of these endangered species are known to be located near the project area or their environments. With respect to salamanders in Barton Springs, the Edwards Aquifer recharge zone feeds Barton Springs, a known habitat of endangered species and any development in that zone will impact the water quality in Barton Springs and the habitat of this species.

The environmental study merely states that "field surveys were conducted in the project area", but does not indicate the scope of this work. There is no indication of which portions of the project area were surveyed or how the surveying work was performed. The report is disturbingly ambiguous, providing no parameters or structure. Given that endangered species are known to be proximate to the project area, CTRMA needs to provide the public with more information about the actual studies that were performed to assess whether threatened or endangered species are present in the project area.

Water Quality

With respect to Water Quality, the "Environmental Study Update" available in the Mopac South Environmental Study Virtual Open House states "The Mobility Authority plans to meet

water quality standards on this project to protect the Barton Springs segment of the Edwards Aquifer Recharge Zone, as required by the Texas Commission on Environmental Quality. Water quality treatment measures on MoPac could be enhanced by this project by implementing the latest, most modern technologies available: Permeable Friction Course (PFC) Pavement, Water Quality Ponds, Vegetative Controls, Hazardous Materials Traps."

First, at the next open house, CTRMA needs to inform the public whether the latest, most modern technologies available for water quality treatment will *actually* be used on the project, or if there is some specific condition that would trigger their use. CTRMA's current statement implies that the use of these modern technologies is conditional or optional.

Second, at the next open house, CTRMA needs to inform the public of what the water quality standards are (including code sections and other requirements) that CTRMA understands as required by TCEQ for protecting the Barton Springs segment of the Edwards Aquifer Recharge Zone. In addition, CTRMA needs to provide the public with a map showing which portion of the project is the "Barton Springs segment of the Edwards Aquifer Recharge Zone".

Third, at the next open house, CTRMA needs to inform the public of what the water quality standard are (including code sections and other requirements) that CTRMA understands as required by TCEQ for protecting the portion of the project that are not the "Barton Springs segment of the Edwards Aquifer Recharge Zone".

Fourth, at the next open house, CTRMA needs to inform the public of what additional measures will be taken to protect the water quality of Lady Bird Lake and protect the lake from pollutants and run off during and after construction.

Traffic Noise

With respect to Traffic Noise, the "Environmental Study Update" available in the Mopac South Environmental Study Virtual Open House states: "Given the 98% projected population growth in Travis and Hays counties, traffic noise along MoPac is going to continue to increase over time, regardless of whether or not we build improvements. A detailed noise analysis will be conducted once a recommended Express Lane configuration has been determined. The community will be engaged in next steps after the analysis is complete."

During the November Open House at Hill Country Middle School, the CTRMA staff and CTRMA's noise consultant were asked by members of the public, during a Q&A session, if any of the alternatives would create more noise or if any would create the least amount of noise. The noise consultant stated that there actually is preliminary noise data for the project, but it was not available for public consumption. He also stated that based on the preliminary data, there is no plan that provides any more or less noise than any other because for all the plans, the noise would be mitigated, but that we could not rely on his statement.

During the next open house, CTRMA should provide the public with noise impact data pre and post mitigation for each of the 6 alternatives and any other alternatives. The public has received no notice of whether any of the 6 alternatives would emit, pre or post mitigation, more noise than any of the other alternatives. The public has been provided with an answer of "you can't have that information", regarding an issue that will impact the enjoyment of park land in Austin and in Rollingwood, along with the enjoyment of private property along Mopac. CTRMA has failed to provide the public with information that proves that CTRMA can meet the goal of "Be constructible without unnecessary impacts to the natural and human environment."

In addition, CTRMA has failed to establish that all 6 of the alternatives would have the same traffic noise impact. CTRMA must evaluate the noise impact of *all* alternatives against no build, not just a recommended configuration against no build.

Furthermore, CTRMA has presented 6 alternatives, 3 of which include elevated lanes traveling along the eastern boundary of Rollingwood, as well as impacting Zilker Park. CTRMA has failed to establish that pre or post mitigation, the 3 alternatives with elevated lanes in the Cesar Chavez to Barton Skyway corridor would have the same traffic noise impact as the 3 alternatives without elevated lanes in this corridor.

It is deceptive for CTRMA to state: "The community will be engaged in next steps after the analysis is complete." When CTRMA staff are asked to clarify what these "next steps" include, at multiple Open House meetings I have participated in during the previous Open House period and this Open House period, the public has been informed that only those residents closest to Mopac will have a vote on whether to implement noise mitigating measures. It is inaccurate and deceptive for CTRMA to state that "the community" will be engaged in next steps after the analysis is complete when there is a small selection of residents who may be able to participate in the process. In addition, when CTRMA staff are asked which properties would qualify for votes on noise mitigation options for the corridor between Lady Bird Lake and Bee Caves Road, the Zilker Club House has been designated as "the community" that would get a voice on noise mitigation measures for Mopac South – we have been told multiple times that no one in Rollingwood will get to vote on noise mitigation measures.

Since there is no guarantee to the communities adjacent to Mopac that any noise mitigation barriers will be implemented, at the next open house, CTRMA needs to provide the public with full noise analysis of pre and post mitigation noise impacts for each of the alternatives presented.

In addition, at the next open house, CTRMA needs to stop deceiving the public and identify who "the community" is that would actually have a vote on the use of noise mitigation barriers along Mopac South.

(2) The Mopac South Environmental Study needs to study and evaluate an alternative that includes 2 HOV lanes in each direction.

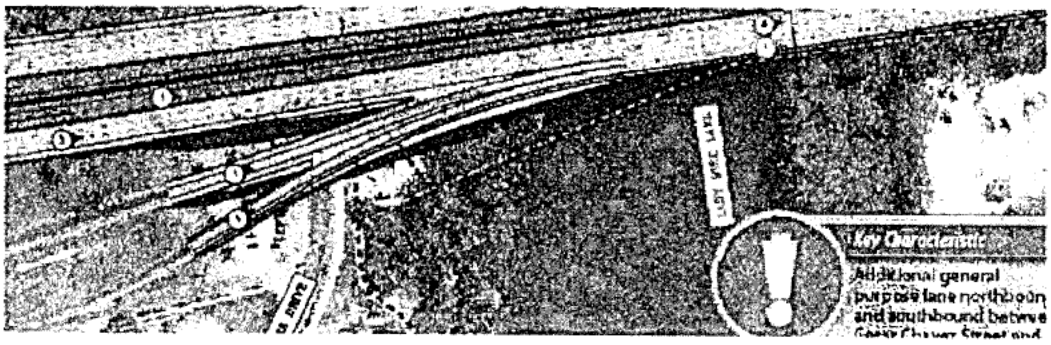
CTRMA staff appears to have initially compared the travel time estimates and impact of 1 HOV lane in each direction on Mopac South with 2 toll lanes in each direction on Mopac South. This is not an even or fair comparison of alternatives to toll lanes. An alternative with 2 HOV lane in each direction, optimized with TDM and TSM strategies, should be considered along with 2 toll lanes in each direction, optimized with the same or even TDM and TSM strategies.

(3) The Mopac South Environmental Study needs to present multiple alternatives without elevated lanes in the Cesar Chavez to Barton Skyway corridor that include TSM improvements to optimize travel times, such as improving the TSM for the 2 express lanes in each direction without direct connect.

As to the 2 lanes in each direction *without* direct connection alternative, CTRMA needs to update this alternative to include TSM improvements and other optimizations before comparing the 6 alternatives. The 2 express lanes in each direction without direct connection

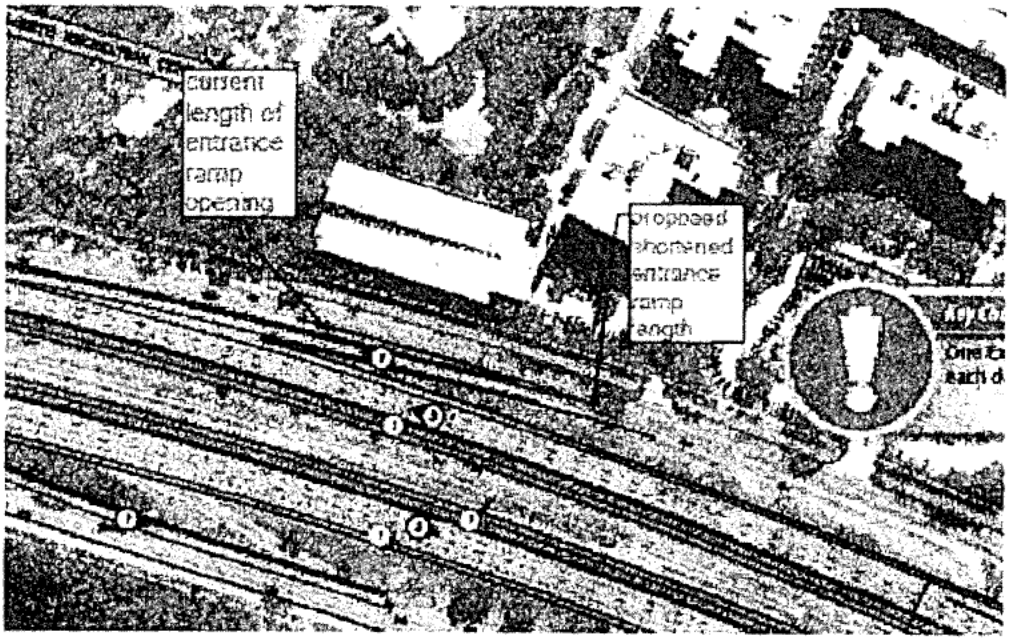
alternative is merely the 2 express lanes in each direction with direct connection, without any design adjustments that could improve the travel times *without* requiring elevated lanes. To fairly evaluate the 2 express lanes in each direction without direct connection alternative against other alternatives, it should be optimized to use the extra ROW space available because no elevated lanes are required.

For example, at the next open house, CTRMA needs to provide the public with the 2 express lanes in each direction without direct connection alternative, adjusted to include the TSM provided in the 2 lanes in each direction with elevated lanes near Barton Skyway. This TSM includes: (1) The 2 lanes in each direction with elevated lanes near Barton Skyway includes an extra general purpose lane on each side between Cesar Chavez and Bee Caves Road. These additional capacity lanes should be integrated into the 2 lanes in each direction without direct connection alternative to improve travel times for exited toll lane traffic and general traffic between Bee Caves Road and Cesar Chavez. (2) The 2 lanes in each direction with elevated lanes near Barton Skyway includes a separate lane for southbound inbound Cesar Chavez traffic from southbound inbound Lake Austin Blvd traffic (see map below). This configuration of 2 lanes removes a current known, significant bottleneck where inbound Lake Austin Blvd traffic and Cesar Chavez traffic merge before entering Mopac. Removing this bottleneck from the 2 lanes in each direction without direct connection alternative will improve travel times for southbound traffic between Cesar Chavez and Bee Caves Road.



(4) The Mopac South Environmental Study needs to present all alternatives with the Bee Caves northbound on-ramp entry length returned to the current length or longer.

5 of the alternatives presented propose shortening the entry length of the northbound on-ramp from Bee Caves Road. I have marked a cut out of the map for the 2 express lanes in each direction without direct connect to show the point where the on-ramp entry currently ends. In addition, I have marked the map to show the point where the on-ramp entry is proposed to end in the 5 alternatives. (see map below). In future presentations of alternatives, CTRMA needs to clearly show that the northbound on-ramp entry length is the same or longer than the current length. Any shortening of the entry length of this on-bound ramp will create a bottleneck for traffic flow on the frontage road, which will lead to additional traffic backup on Bee Caves Road. Please ensure that the alternatives do not remove existing access, capacity and infrastructure

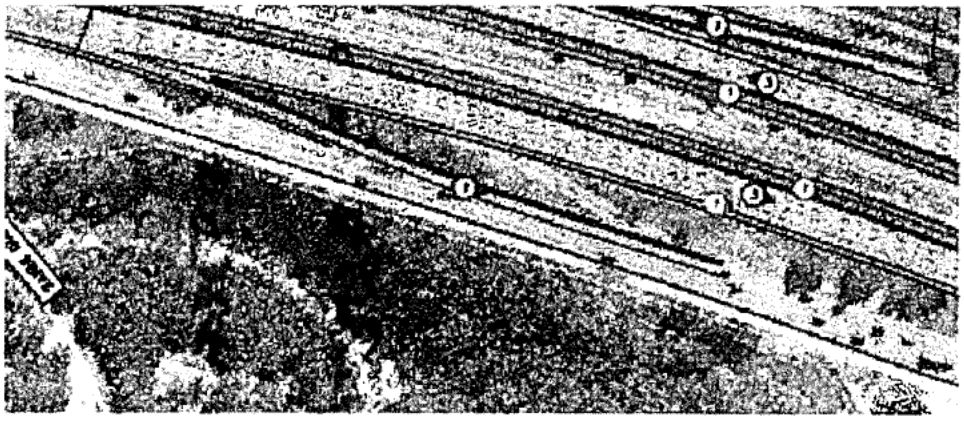


(5) The Mopac South Environmental Study needs to present a Topographical model and traffic simulation of the Proposed Bee Caves Southbound exit ramp.

5 of the alternatives propose adjusting the position of the exit ramp at Bee Caves road for southbound traffic (see map below). Currently, it is difficult to exit at Bee Caves/2244 and merge across all the lanes of traffic, to arrive at the westbound lane of Bee Caves Road. Backing up the exit ramp to provide extra space for merging may reduce this dangerous merging condition. In addition, the topography of the frontage road significantly contributes to the dangerous merging condition. Cars accelerate up the steep incline, which terminates with a sudden rise, and then levels out proximate to the driveway into Parks Hills church. The accelerating cars reach the rise and then intersect with cars exiting the ramp and attempting to merge across multiple lanes of traffic.

At the next Open House, CTRMA should present a topographical model of the proposed Bee Caves Southbound exit ramp for each of the alternative. Engineers for CTRMA have noted that different alternatives require different amounts of right of way, which impacts the design constraints for positioning and lengthening the Bee Caves Southbound exit ramp.

In addition, at the next Open House, CTRMA should provide a traffic simulation of the traffic merging into the frontage lane, showing where vehicles will enter the frontage road, using real modeling of the speeds at which vehicles travel up the steep incline and showing the inclines. Traffic modeling should show impacts at peak and non-peak hours.

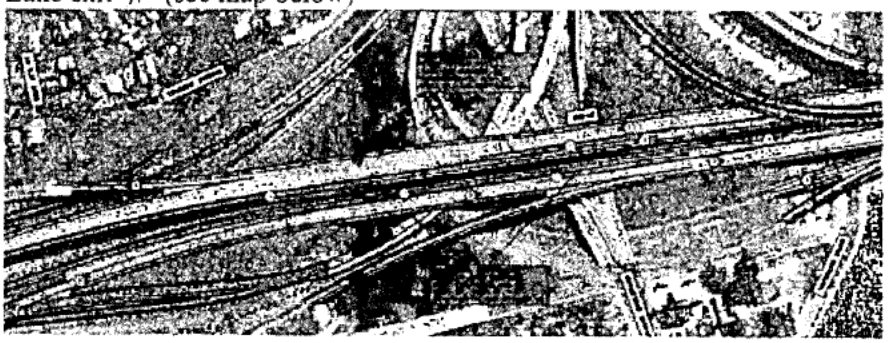


(6) The Mopac South Environmental Study needs to provide the public with consistently applied rationale, traffic studies, and other information to compare the use of inside lane toll road entrance/exits are used at some locations, but recommending elevated lanes at others.

All 6 alternatives offered by CTRMA for the Mopac South Project focus on moving traffic to and from a point on Cesar Chavez in front of Austin High School to and from a point by Slaughter Lane. CTRMA has prioritized moving toll lane traffic to and from a point well into Cesar Chavez, a downtown street that is not a highway or a bypass (or Mopac) in the shortest amounts of time. The Mopac South Environmental Study is tasked with developing toll roads on Mopac from the Cesar Chavez interchange (which also includes 5th street and Lake Austin Blvd connections) to the Slaughter Lane interchange. CTRMA, however, has myopically focused the project on putting toll road users onto Caesar Chavez itself, and has only provided travel time data reflecting the expected travel times in the toll and general lanes for the portion of traffic on Mopac that enters or exits Cesar Chavez.

There are many other toll road entrance/exit points along the Mopac South Project corridor that require toll lane traffic to merge in and out of an inside lane, and service multiple exits, rather than a single exit.

In all 6 alternatives, CTRMA has placed a toll road exit for northbound toll traffic at the top of the north side of the Lady Bird Lake bridge, before the Enfield exit ("the Enfield Toll Lane exit"). (see map below)



The Enfield Toll Lane exit is the only toll road exit point for all northbound toll road traffic needing to exit Mopac at the following exit points: Windsor Road, Northwood Road, 35th street, 45th street, and Northland Drive. **CTRMA has selected, as part of the Mopac South project, to place a single toll road exit point, from an inside lane, to service toll lane traffic exiting from 5 exit points on Mopac.**

CTRMA has not provided the public with any information indicating why a single, inside lane exit point is recommended for exiting traffic for 5 exits along Mopac before Enfield, but elevated lanes are recommended in 3 alternatives for exiting traffic for a single exit at Cesar Chavez.

CTRMA has failed to show that Cesar Chavez, in comparison with other exit points on Mopac, will receive an amount of traffic that justifies the cost and environmental impact of elevated lanes to move traffic into and off of Cesar Chavez alone with no or minimal time in general purpose lanes – in fact, CTRMA did a study with results claiming that the elevated lanes will not place any more traffic on Cesar Chavez than would be on Cesar Chavez under no build conditions. The study, using Dynamic Traffic Modeling, indicates that drivers will choose alternate routes into and out of downtown, to avoid the congestion on Cesar Chavez, and as a result, the elevated lanes will not place any more traffic on Cesar Chavez.

CTRMA has failed to provide the public with information as part of the Mopac South project showing what percentage of travelers on Mopac are predicted to use each of the Enfield Toll Lane exit, Cesar Chavez Toll Lane exit, or the Barton Skyway/Bee Caves toll lane exit. In the 3 alternatives that propose elevated toll lanes for Cesar Chavez toll lane exits, there is no supporting rationale or traffic volume study comparisons for these interchanges to support the use of elevated lanes to service a SINGLE Mopac exit point when the Enfield Toll Lane Exit uses an inner lane exit to service 5 Mopac exit points and the Bee Caves/Barton Skyway Exit also uses an inner lane exit to service 2 Mopac exit points. CTRMA has failed to identify any consistently applied engineering rationales, traffic volumes studies, or any other information, as the reasons for even studying the use of elevated lanes to service a SINGLE Mopac Exit when inner lane entrance/exits are recommended in other locations for servicing MULTIPLE Mopac Exits.

The length of the "on ramp" for the Enfield Toll Lane Exit is significantly shorter than any proposed on or off ramp proposal for the entrances and exits to the Northbound toll lane entrance and exit before Bee Caves Road. CTRMA has failed to provide any rationale, traffic studies, or any other information to support the design of the Enfield Toll Lane Exit as a very very short length inner lane "on ramp", for serving 5 Mopac exits, to support the proposed 3 alternatives that include elevated lanes for serving 1 Mopac exit at Cesar Chavez, or to support the proposed longer inner lane entrance/exit for the Barton Skyway and Bee Caves northbound exits.

Elevated lanes are not the only way to improve travel times. CTRMA needs to provide the public with one or more alternatives without elevated toll lanes that apply TSM,

optimizations and consistent engineering rationale to the design and position of ALL toll road entrances and exits. **Until CTRMA presents the public with an alternative that requires no elevated lanes, but optimizes toll lane entrances/exits, it is impossible for there to be a fair comparison of an alternative without elevated toll lanes to an alternative with elevated toll lanes.**

(7) The Mopac South Environmental Study needs to remove or change the dangerous and bottlenecking inner lane toll road exit on northbound Mopac before the Enfield exit and assess the impact to travel times from the toll road exit on northbound Mopac before the Enfield exit.

Creating a new bottleneck in general purpose lanes

The Enfield Toll Lane exit is currently proposed at a point where northbound Mopac traffic is often congested during peak times in the morning *and afternoon*. CTRMA has failed to show how travel times will be impacted for the general traveling public and for toll lane users due to the merging of toll lane traffic (destined for 5 exits from Mopac) into general lanes at this existing congestion point during morning and afternoon peak hour traffic. Even without CTRMA providing this data, it is clear that the Enfield Toll Lane Exit will create a new bottleneck into the traffic flow on Mopac as cars merge out of the toll lane into already congested lanes. The impact of a new bottleneck in an already congested area during peak times is certain to back up traffic well into the bridge over Lady Bird Lake and farther beyond. Will CTRMA introduce the Enfield Toll Lane Exit as it is presented, only to create a new bottleneck in northbound Mopac traffic, in order to later justify adding an elevated direct connect from the toll lane to the Enfield exit itself?

Impact of Enfield Toll Lane exit on Mopac South travel times not assessed

Even if the point selected for the Enfield Toll Lane exit were not an existing congestion point during morning and afternoon peak hour traffic, CTRMA has failed to provide any expected travel times for vehicles entering the toll road at Slaughter, but not exiting at Cesar Chavez, and continuing over the river. CTRMA has myopically focused on predicting "reliable" travel times between Slaughter Lane for the percentage of traffic that enters or exists from Cesar Chavez, but failed to provide any expected travel times for toll or general lane travelers to travel from Slaughter Lane to any point that is *on Mopac*, such as this last north bound exit included in the Mopac South environmental study.

Creating a Deathtrap

To make matters even worse, CTRMA has positioned the Enfield Toll Lane Exit in such a manner that it is feasible for those exiting the toll lane, as the plan is currently presented, exit the toll lane and merge across traffic on Mopac to exit at Enfield Road. In speaking with engineers for CTRMA, I have been told that the distance between the Toll Lane exit and the Enfield Road Exit is not the required number of feet for the Enfield Toll Lane Exit to be a proper exit point for Enfield Road – be that as it may, drivers do not care whether a proper distance has been allowed for merging across to an exit – if there is an opening for drivers to exit from the toll lane and stop traffic to merge over to Enfield, attempts to merge across and exit will happen and it will create a chokehold in traffic. During peak periods, when the traffic is slower in this area, drivers will try to merge across 3 lanes of slow moving traffic that has limited visibility because

of the incline of Mopac. During non-peak periods, when the traffic is faster in this area, drivers will try to merge across 3 lanes of fast moving traffic, which will lead to deaths. To the extent that barriers may be put in place along the portion of the map that is a dotted line, this line should extend past the Enfield exit not stop before it. Will CTRMA introduce the Enfield Toll Lane Exit as it is presented, only to create a new dangerous merging area for general northbound Mopac traffic, in order to later justify adding an elevated direct connect from the toll lane to the Enfield exit itself?

(8) The entire Mopac South Environmental Study (including, but not limited to, the project purpose, project goals and objections, project need, problems to be addressed, all underlying data and modeling, CSS, travel times, traffic modeling, and comparisons of alternatives) needs to be updated for all 6 alternatives, in addition to previously considered alternatives, to the reflect the CAMPO 2040 plan.

CTRMA is only authorized by statute to build toll roads on Mopac between Cesar Chavez and Slaughter Lane in accordance with the CAMPO 2040 plan and "in all respects for the benefit of the people of the counties in which an authority operates and of the people of this state, for the increase of their commerce and prosperity, and for the improvement of their health, living conditions, and public safety." (*see* Texas Transportation Code Chapter 370). The CAMPO 2040 plan is the active plan for the region. (*see* the CAMPO website, which states "the CAMPO 2035 plan is no longer the active long-range plan for the capital area" and "the CAMPO 2040 Regional Transportation Plan is the active long-range plan for the capital area.")

Of note, the "Project Goals and Objectives" sheet available in the Mopac South Environmental Study Virtual Open House states, as a first goal: "Provide consistency with local and regional plans."

The Mopac South Environmental Study is currently based on the CAMPO 2035 plan, which is not the active plan for the region. In addition, the Mopac South Environmental Study is currently based on the CAMPO 2035 plan, which only authorizes CTRMA to build one toll lane in each direction on Mopac South. CTRMA specifically withdrew the request to amend the CAMPO 2040 plan to include two toll lanes in each direction on Mopac. The CAMPO 2035 regional plan does not support an Environmental Impact Study of Mopac South that includes two toll lanes in each direction. The CAMPO 2035 plan, and its underlying data and models, generated based on the multitude of information provided throughout the entire CAMPO 2035 plan, cannot be used as the basis for elimination or selection of toll road alternatives that include more than one lane in each direction on Mopac South.

CTRMA spent 3 years holding meetings for the Mopac South Environmental Study with project purpose, goals and objections, need, problems to be addressed, traffic times, and traffic modeling all based on the CAMPO 2035 plan. The CAMPO 2035 plan is a regional planning document, focused on designing a plan for building *and interconnecting* roadways throughout multiple counties. The CAMPO 2035 plan provided for building *and interconnecting a single express lane* in each direction on Mopac South. The Regional Toll Network Analysis and the Traffic Demand Model incorporated into the CAMPO 2035 plan reflect planning for one express lane in each direction on Mopac South, as that one toll lane is interconnected within the region.

Despite the fact that the CAMPO 2040 plan is the active plan during the current open house, and despite the fact that the CAMPO 2035 plan fails to provide authority for CTRMA to study, design, or evaluate 2 express lanes in each direction, during the November 2015 Open House, CTRMA staff have continued to evaluate the travel times for each of the 6 alternatives (4 of which include 2 express lanes in each direction) based on the Traffic Demand Model provided by the CAMPO 2035 plan, modified by 2015 blue tooth data.

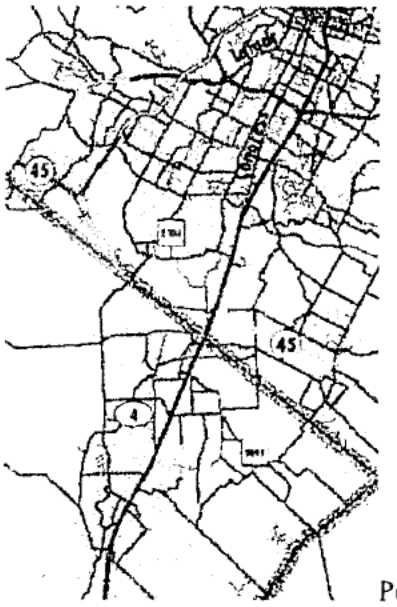
The CAMPO 2035 plan does not take into account Regional Toll Network Analysis and Traffic Demand Model based on the CAMPO 2040 plan. The Regional Toll Network Analysis and Traffic Demand Model for the CAMPO 2040 plan should take into account, in the demand on Mopac South, that 2 express lanes in each direction are allowed. According to CTRMA, one express lane in each direction is not a financially viable option for taking the Mopac South project out for bonding. If this is true, then it stands to reason that the Traffic Demand Model for 2 express lanes in each direction would differ from the Traffic Demand Model for 1 express lane in each direction in the CAMPO 2035 plan. In addition to financial viability, CTRMA has all but eliminated the option for one express lane in each direction on Mopac South by in comparison with two express lanes in each direction. There are differences in capacity, ability to handle emergencies, financial viability, and average travel times.

In addition, the CAMPO 2040 plan has a significant error, which should be corrected as CTRMA participates in evaluating the effects of the Mopac South toll road on the EJ community in accordance with NEPA. For the Regional Toll Network Analysis CTRMA is required to perform, as part of the NEPA analysis, to be accurate. Page 152, column 3 of the CAMPO 2040 plan under "Regional Toll Network Analysis" states "The interconnected network of existing and planned toll roads and express lanes form a regional toll network. Project sponsors evaluate the effects of the toll roads and express lanes on the EJ community for individual road projects in accordance with the National Environmental Policy Act (NEPA). CAMPO also evaluates the regional toll network for the effect of the total interconnected network on the EJ community. CAMPO will conduct the 2040 Plan Regional Toll Network Analysis (RTA) after the Transportation Policy Board adopts the 2040 Plan. CAMPO's most recent RTA includes all planned and potential toll projects, except for the IH 35 express lanes." This statement is not correct. CAMPO's most recent RTA based on the 2035 plan only includes potential toll projects of one express lane in each direction on Mopac South. The CAMPO 2040 plan includes two express lanes in each direction on Mopac South. CTRMA has made assertions as to the significant differences in the effects of one toll lane in each direction and two toll lanes in each direction. The RTA based on the CAMPO 2040 plan should be updated to include potential toll projects of two express lanes in each direction on Mopac South.

In addition, the CAMPO 2040 plan reflects updates to the following maps and information, which impact the Mopac South Environmental Study:

- Pp. 28-33, including map 2: population growth and changes in population density from 2010 to 2040
- Pp. 33-35, including map 3: employment forecasts and changes in employment density from 2010 to 2040
- Pp. 35-36, including map 4: CAMPO centers in 2040

- P. 49, map 6: Road types in 2040, which include a combination of toll roads and arterial roads that connect Mopac South to I-35 through two different routes: (1) 45 (toll way from 2035 plan + new section of 45 connecting to I-35 in 2040 plan labeled as "arterial roadway"), and (2) 1626 through Buda. (see pull out of map 6 below)
- P 50-54: congestion characteristics in 2040, including AM and PM delays, including Mopac South and the roadways interconnected to Mopac South
- P 54-61: updates to public transportation, including the use of transit-related apps, and changes to bicycle and pedestrian facilities



Portion of Map 6 from the CAMPO 2040 plan showing arterial roads and toll roads connecting Mopac South from the south to I-35 2 different routes: 45 and 1626.

Specifically, the CAMPO 2040 plan, on p. 64, states, "the existing transportation system described previously [in pp. 1-63 of the CAMPO 2040 plan] is used to assess current traffic congestions. CAMPO generates a travel demand model using the current and forecast socioeconomic data and information about the transportation system and land use. CAMPO 2040 plan, page 63. The plan states: "the four-step travel demand model process is described in Figure 11. The model is calibrated to observe 2010 traffic counts. Once calibrated, the model is used to forecast future traffic conditions."

Clearly, the CAMPO 2040 traffic demand model will be different from the CAMPO 2035 traffic demand model because of the litany of factors that are considered in generating the CAMPO 2040 traffic demand model and the plans for additional roadways within the region.

Further, the CAMPO 2040 plan includes additional issues that need to be evaluated as part of the study and evaluation of toll roads under the authority of the CAMPO 2040 plan and in compliance with NEPA:

- p. 131-133: freight corridors, freight movement, freight related improvements to the road system (with a list of improvements to be made including Loop 1 South from RM 2244-Cesar Chavez) and freight rail improvements;
- p. 133-135: environmental factors
- p. 135-141: air quality
- p. 141-142: energy conservation
- p. 142: water issues
- p. 143-148: climate change
- p. 148-152 : environmental justice
- p. 152-158 : regional toll network analysis
- p. 158-160 : emerging technologies

The entire Mopac South Environmental Study needs to be reevaluated and reset, in writing, to reflect the CAMPO 2040 plan. The difference between the CAMPO 2035 plan and CAMPO 2040 plan is not merely a change in language from "one express lane in each direction" to "two express lanes in each direction". As noted above, there are multiple differences between the CAMPO 2035 and CAMPO 2040 that significantly impact the underlying data used to support the Mopac Environmental Impact Study. It is insufficient for CTRMA to select one alternative and then update that alternative to reflect the CAMPO 2040 plan. Each of the 6 alternatives, or any additional alternatives, should be updated to reflect the CAMPO 2040 plan and represented to the public for comment.

(9) The Mopac South Environmental Study needs to provide improved designs for the Bee Caves Road/Mopac intersection, or provide a written rationale for why improvements to the Bee Caves Road/Mopac intersection are not a part of the Study.

During the last comment period, the City of Rollingwood and its residents requested, in multiple forums, that the Bee Caves Road/Mopac interchange be separately evaluated and redesigned to improve efficiency as part of the Mopac South Environmental Study. CTRMA is performing Intersection Environmental Studies for the intersections at Slaughter Lane and LaCrosse Avenue. The problem statement for the studies of these intersections indicates that these intersections "were originally constructed in 1992 and have grown increasingly congested over the years. Traffic congestion at these intersections is causing travel delays and adversely affecting access and mobility." In the "Proposed Action, Purpose and Need Statement" released in June 2015 for the Intersection Environmental Studies, Table 1 indicates that the Bee Caves Road intersection was completed in 1982, by a decade pre-dating the Slaughter Lane and La Crosse avenue intersections. The demand on Bee Caves Road is also known to have significantly increased since the intersection was built in 1982.

At the October 2015 Rollingwood City Council Meeting, Assistant Executive Director Mario Espinoza addressed the Rollingwood City Council One of the first things he shared is that the Bee Caves intersection would not be considered for improvement as part of the Mopac South Environmental Study.

Please consider adding the Bee Caves road interchange, which is a gateway to Bee Caves Road and Barton Springs, to be improved as part of the Mopac South Environmental Study. If

CTRMA continues to decline this request, please provide the public with a written rationale for the Bee Caves intersection not being updated and improved as part of the Mopac South Intersections Study or Mopac South Environmental Study. Of note, in the "Proposed Action, Purpose and Need Statement" released in June 2015 for the Intersection Environmental Studies, Table 2 on page 6 provides data about the amount of delay per vehicle and number of vehicles using the Slaughter and La Crosse interchanges at peak times. In your rationale, please provide similar traffic analysis regarding the amount of delay per vehicle and number of vehicles using Bee Caves interchange at peak times and explain why improvements are not recommended for this interchange.

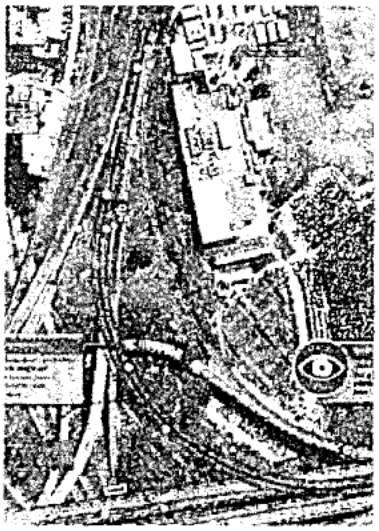
In addition, please consider that the expansion of Bee Caves Road to include a center turn lane and bike and pedestrian facilities is already underway to support the predicted increase in traffic volumes on Bee Caves Road.

At some point, the Bee Caves Road infrastructure of 1982 will need to be updated. If CTRMA is going to dig up the entire interchange at Bee Caves and Mopac to add toll lanes across the intersection, but not actually improve the intersection in any way, please, at the least, do not add elevated lanes over the Bee Caves Road exit that would add any infrastructure that would reduce or remove options for future improvement of the interchange.

(10) The Mopac South Environmental Study needs to provide travel times for the general traveling public and toll lane users between a point on Mopac itself near Cesar Chavez to a point on Mopac itself near Slaughter Lane, along with providing northbound afternoon travel times, to provide travel time information for the majority of the traveling public not exiting or entering at Cesar Chavez.

During the November Open House meeting at Hill Country Middle School, I asked the CTRMA staff and contractor who provided the travel time estimates for CTRMA, what specific points on the map were selected for the travel time estimates. I asked this question to clarify whether the travel times estimated to and from Cesar Chavez were based on the point at which toll road users enter or exit the toll road, which would vary among the alternatives, or whether they were based on a particular point on or near Cesar Chavez.

The CTRMA travel time estimator (and since then additional staff) stated that the point on Cesar Chavez that was used for the travel time estimates for all 6 alternatives is the point ½ miles in on Cesar Chavez where traffic lets out (for Northbound) or enters the toll road (for South bound) in front of Austin High on Cesar Chavez in the 2 express lanes in each direction with direct connect alternative (portion of 2 express lanes in each direction with direct connect shown in map below).



The CTRMA staff has only provided travel time estimates for northbound average travel times for those drivers who enter Mopac at Slaughter Lane, use the general purposes or toll lane, and *then exit Cesar Chavez*. The CTRMA staff has only provided travel time estimates for southbound average travel times for those drivers who enter Mopac *from Cesar Chavez*, not Mopac itself, and use general purpose or toll lanes.

In addition, the northbound travel times provided are only for am traffic and the southbound travel times provided are only for pm traffic. One glance at Google maps in the afternoon and it is clear there are unique and significant traffic congestion issues for northbound traffic on Mopac that exits Cesar Chavez and that remains on Mopac over the Cesar Chavez interchange. Peak northbound travel times should be provided.

CTRMA staff has failed to provide any travel time estimates for travel between two points *on Mopac itself*. The public has not been provided with sufficient or reliable information about the differences in travel times for the majority of traffic on Mopac that does not exit Cesar Chavez, to reach different portions of Mopac.

CTRMA staff have myopically focused on travel time estimates for only the percentage of travelers who use Cesar Chavez as an exit or entrance to Mopac, which is only 11% of Northbound Mopac travelers and 9.3% of Southbound Mopac travelers (according to the 2015 projections from the Mopac North EA).

According to the traffic data provided in Appendix N of the Environmental Assessment for the Mopac North Project, 2015 projected data for northbound traffic on Mopac, of the 86800 daily drivers reaching the Cesar Chaves/5th street exit, 63500 (74%) continue on Mopac North, without exiting, and 23300 exit. Of those exiting at Cesar Chavez/5th, only 13800 (15%) fork to the right and take the Cesar Chavez exit; the remaining 9500 (11%) take the 5th street exit.

According to the traffic data provided in Appendix N of the Environmental Assessment for the Mopac North Project, 2015 projected data for Southbound traffic on Mopac, of the 86800 daily drivers on Mopac at the point where Cesar Chavez and Lake Austin Blvd entrances connect with Mopac South, only 8100 (9.3%) of these cars arrive from the Cesar Chavez ramp.

Based on 2015 numbers, which were used in the Mopac North EA, CTRMA staff has only estimated travel times for an estimated 15% of the traveling public northbound and 9% of the traveling public southbound.

For the public to compare the travel time impact of each of the 6 alternatives, and other alternatives, CTRMA needs to provide travel time estimates between points actually on Mopac itself. In particular, for northbound travel time estimates, CTRMA needs to provide the public with travel time estimates for general and toll lane users between the north most point of the Mopac Environmental Study. For northbound and southbound traffic this point is north of the exit at Enfield.

In addition, for the public to compare the travel time impact of each of the 6 alternatives, and other alternatives, CTRMA needs to provide travel time estimates for the segments of the Mopac Improvement project where there are differences in each of the projects. For example, CTRMA needs to provide travel time estimates between 360 and Cesar Chavez and between 360 and the north most points of the Mopac South Environmental study for each of the 6 alternatives. For the public to compare the differences in impacts between the different alternatives, the public needs to be provided with sufficient and reliable (unrounded) data estimated travel times for the segments of alternatives that are different.

Of note, at the Open House at Hill Country Middle School, I was told, by CTRMA staff, that the reason that the travel times for toll lanes users of the 2 elevated lanes in each direction with direct connect and the 2 elevated lanes in each direction with elevated lanes near Barton Skyway are both "9 minutes" each way, is that the numbers are rounded. I asked how the southbound toll traffic estimates, in particular, for these two plans could be within 30 seconds of one another. I was told that it could be that the graphic designer put in the wrong numbers. I have since been shown the unrounded numbers and I still question their accuracy based on what I know about the current traffic issues for southbound traffic between the Cesar Chavez interchange and the Bee Caves interchange, during peak afternoon traffic.

Of note, the "Project Goals and Objectives" sheet available in the Mopac South Environmental Study Virtual Open House states, as a second goal: Reduce congestion delay and provide travel time savings for all roadway users. Currently, CTRMA staff has only provided that that allows the public to evaluate congestion delay and potential travel time savings for 9-15% of the total roadways users each direction. This is insufficient.

November 20, 2015

Central Texas Regional Mobility Authority
re: MOPAC South environmental study

CTRMA Board of Directors and Staff:

I fully support the official comments submitted by the City of Rollingwood, of which I am a resident. My wife, Amy Pattillo, has also submitted extensive comments, all of which I fully support as well.

In addition to both of the previously listed positions I am personally concerned of what appears to be an intentional lack of information and/or concern regarding the potential environmental impact on Barton Springs pool and the designated recharge zone. For the past 15 years I have been a twice-a-week, year-round-swimmer at Barton Springs. For most trips I also drive my friend, Nancy Ritchie-McMeans, who has been swimming there year-round since 1962. I hope to continue this activity for many years to come. This pool is a gift, a treasure of our community and amazing ambassador of the beauty and value of our city.

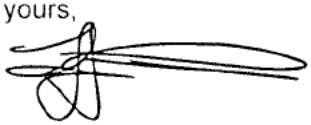
Before my comments are filed under "crazy-environmentalist-manifesto" please understand I am a life-long Austin resident, small business owner and believe in responsible and wise development. I, like many, experience the daily realities of our unprecedented population growth and inevitable transportation challenges. Roads must be built, solutions must be found, compromises must be reached. I am a conservationist. Protecting and preserving the treasures we have been given is a high priority.

Based on my experience I am concerned that, as often the case in such contentious developments, the anxiety of facing environmentalist opposition combined with the hubris of zealous planners has removed any plausible discussion of the possible environmental impact on the recharge zone and pool. I have found no substantive information regarding the pool in the MOPAC South Environmental Study.

Over million people visited Barton Springs pool in 2014 - the free market has spoken: The pool is valued. It is a valuable piece of Austin's culture, economy and environment. Please don't let the crazies (on both sides) keep reasonable people from having constructive dialogue about the future of MOPAC and the immediate environment.

Respectfully yours,

Jon Pattillo



[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, October 23, 2015 6:00:18 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Donna Pauler
[redacted]
10/23/2015

Squarespace [redacted]
Form Submission - New Form - mopac/loop 1 south plans
November 18, 2015 at 5:39 PM
[redacted]

Name: Leah Paulo

Email Address: [redacted]

Subject: mopac/loop 1 south plans

Message: Dear CTRMA Staff and Board Members,

Wow what a tough spot y'all are in. Traffic is bad in Austin and not many people are happy with the proposals you've come up with to alleviate the rush hour grind. Perhaps that's the problem - no matter what gets built it will not alleviate the traffic in this town. What a pickle we're all in First I want to express that I do not support any proposal that creates elevated lanes over existing mopac lanes. I also do not support any construction that will uglify Lady Bird Lake, Zilker Park and the Science & Nature Center I know something must be done and I hope it's something completely outside of the box like 2 HOV lanes instead of express/toll lanes. Or perhaps closing down certain streets to car traffic altogether so only buses can use them. How about promoting carpooling. I know this is all wishful thinking but just needed to speak my mind. I'm not the expert here but I do know building a double decker over mopac
& Lady Bird lake will destroy the beauty of Austin so please consider taking any elevated lanes or ramps of the table.
Thank you for your time & good luck.
Leah Paulo

(Sent via

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Elizabeth Paulovich [redacted]
Sent: Wednesday, November 18, 2015 4:21 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Elizabeth Paulovich
[redacted]

COMMENTS ON VIRTUAL OPEN HOUSE

Angie	Paulson	11/20/15	Hello, I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Area, and will transform the character from peaceful and green to highly urbanized and industrial. The "2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times. Please ensure the plan you choose supports our public parkland use, green spaces and community values. I can't imagine this downtown area losing any of its beautiful appeal to Austin's residents! Sincerely, Angie Paulson

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Caroline Pavlinik [redacted]
Sent: Monday, November 09, 2015 8:10 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Miss Caroline Pavlinik
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Carole Pearce [redacted]
Sent: Wednesday, November 11, 2015 3:28 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 11, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mrs. Carole Pearce
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of john pearce [redacted]
Sent: Tuesday, November 17, 2015 5:32 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 17, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Dr. john pearce
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Jonathan Pearce [redacted]
Sent: Wednesday, November 11, 2015 3:16 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 11, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Jonathan Pearce
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 10:40:40 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Patrick Pease
[redacted]
11/20/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Kyle Peco [redacted]
Sent: Friday, November 13, 2015 5:03 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 13, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Kyle Peco
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Bert Pence [redacted]
Sent: Monday, November 09, 2015 5:24 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mr. Bert Pence
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Walt Penn [redacted]

Sent: Wednesday, November 18, 2015 9:20 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mr. Walt Penn
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 12:36:06 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Nell Penridge
[redacted]
11/20/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 3:48:08 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Marisa Perales
[redacted]
11/20/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Jose Perez [redacted]
Sent: Wednesday, November 18, 2015 4:22 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Jose Perez
[redacted]

COMMENTS ON VIRTUAL OPEN HOUSE

Rick	Perkins	11/6/15	Thank you so much for finally giving us some congestion relief in South Austin. I am requesting that these comments be made part of the permanent record. Please build 2 new lanes in each direction, both north and south, on the MOPAC SOUTH project. Please include an Exit and Entrance ramp at the intersection of MOPAC South with Hwy 290 West, going towards the West. In the future, there is ample room for HOV / HOT lanes on Hwy 290 West and we need to be able to directly access via flyovers the MOPAC SOUTH north bound and south bound lanes, if at all possible. Please consider that van pools and buses will be using this facility and consider providing a Bus and Van Pool parking node both at the Far South section of MOPAC SOUTH and at the Western edge of Hwy 290 West around the intersection or the Y at Oak Hill. Please consider building a multi level parking garage at each location. We very, very, VERY, much appreciate the work that you are doing. There are far too many short sighted people who may not want a modern transportation system. IF in the future we do have Driver Less Cars ... they will probably need to travel on the HOV / HOT lanes.

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Wednesday, November 11, 2015 11:45 AM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#390]

Name * Rick Perkins

Email * [redacted]

Address

Message *

I attended the Open House last night but did not have enough time to leave my Comment Sheet. Please enter the following into the Official Record:

I have 2 new comments for possible improvements that have not yet been put in to any of the plan options.

1. First, I very much support the original CTRMA proposal for 2 Toll / HOT lanes in each direction. This is the best way to get people to Car Pool and any environmentalist worth their dirt would know that.

2. I support adding the DIRECT CONNECTS between the Toll Lanes and the Hwy 290 / Oak Hill Parkway project. Please make it so.

3. I support the City of Austin's suggested New Collectors over Lady Bird Lake with new bridges. I have been wishing for this for decades and I am SO HAPPY that the City is proposing this ... Please add it to the CTRMA plan.

4. I also like the City of Austin's Jug Handle from WB on Lake Austin Drive to Direct Access to the Southbound Main Lanes of MOPAC. That will help the Lake Austin

intersection immensely.

5. I hesitantly support the Bee Cave access to Downtown via the Collector, but I'm concerned because so much of the Bee Caves traffic may be actually going NB on Mopac. They may flip out on this change to make a U turn at Barton Skyway then come back on to Mopac. But I recognize that this intersection is a somewhat problem as it has so many inputs and outputs, so here possible solutions.

Possible Solutions to Reduce Air Pollution and Help Bee Caves / MOPAC Intersection Not FAIL.

A. Currently, traffic WB on Barton Springs that wants to travel NB on MOPAC, must go under MOPAC then U Turn at Bee Caves, then enter the ramp to go NB on MOPAC. That is an Extra 1.1 miles for EACH Car that is entering MOPAC from Barton Hills. We need a direct access connection from Barton Hills to MOPAC NB that Avoids the U Turn at Bee Caves. Possibly have traffic turn Right and join the Main Lanes underneath the Collector right at the corner of Barton Springs and MOPAC? These kind of entrance ramps are challenging, but very much worth it if you can get a decent design. It would avoid all of the traffic from making that 1.1 mile U Turn, reduce Air Pollution, Traffic, etc. Please work on this a little because it would be such a help for that WB traffic on Barton Hills to get that traffic out of the way for Rollingwood, Bee Caves, etc.

B. Currently, NB MOPAC traffic (south of Barton Skyway) that wants to get on to Barton Springs Road, must exit at Bee Caves, travel through the intersection, and then go forward to Barton Springs. Could we instead have Barton Springs traffic fly over the intersection and weave over the entrance ramp to Barton Springs? That would help with traffic at Bee Caves intersection also. Currently its a huge mass of traffic stopping at that light that doesn't need to.

Thanks for ALL of this. SO MANY PEOPLE SUPPORT THIS IMPROVEMENT! You know you only hear from the Don't Build It and They Won't Come People ... who knows what is driving them; surely not the welfare of our City. We need MANY MORE IMPROVEMENTS South of Hwy 290. Can't wait for SH45 SW and the widening of RM1826 per the CAMPO PLAN. Its an Exciting Time to FINALLY be getting some attention. Thanks to CTRMA ... I wish I had a bumper sticker with a Heart CTRMA. Ha. No, but really.

From: Austin Chamber of Commerce on behalf of randy peschel
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 10:33:43 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. randy peschel

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Wednesday, October 21, 2015 8:39 AM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#367]

Name * Pete Peters

Email * [redacted]

Address

COMMENTS ON VIRTUAL OPEN HOUSE

Pete	Peters	10/22/15	Two Express lanes downtown with direct connect ... the more lanes the better ... fine with it being a toll road

Use this if you prefer written comment. Return to city Hall
to submit online use link on other side. Deadline · Nov. 20, 2015

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

Dale L Petersen

DALE L PETERSEN [redacted]

Printed Name Address

Additional Comments:

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 SOUTH
November 16, 2015 at 1:38 PM
[redacted]

Name: Margo Pflum

Email Address: [redacted]

Subject: MOPAC/LOOP 1 SOUTH

Message: Dear CTRMA Staff and Board Members,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose support our public parkland use, green spaces and community values.

Sincerely,
Margo & Bill Pflum
[redacted]

(Sent via

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Amy Ables [redacted]
Sent: Thursday, November 19, 2015 8:01 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Matt Pickens

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 7:35:25 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Irene Pickhardt
[redacted]
11/19/2015

From: Austin Chamber of Commerce on behalf of John Pieratt
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 10:33:27 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. John Pieratt
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 2:10:46 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. No reasons for infinite tolls, promote carpool lanes instead.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Stefano Pietri
[redacted]
11/20/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Mac Pike [redacted]
Sent: Wednesday, November 18, 2015 9:21 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Mac Pike
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Christina Pincus [redacted]
Sent: Wednesday, November 18, 2015 1:59 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Christina Pincus
[redacted]

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Dianne Pingree

Address: [redacted]

[redacted] Email: _____

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

SUGGESTIONS:

- Make I-30 free, not a tollway, for truck by-passing Austin
- Mopac should have HOV lanes instead of toll lanes
- Current plans presented assume that most northbound traffic would be exiting at Cesar Chavez rather than continuing north. Presently Mopac is the main freeway for commuters going farther north. These commuters should not be penalized with toll costs.

(Also, where do the studies show all those cars supposedly exiting at Cesar Chavez are going? There is no parking downtown!! And the people can't all be going to work downtown!)

- No double-decks.

None of the 6 options for Mopac now shown are acceptable!!

Austin tax payers must have a say in this matter!

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Saturday, November 07, 2015 1:40:15 PM

Ladies and Gentlemen,

Pleasedemand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop. This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW. This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today. The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling

long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Thank you for your attention.

Sincerely,
Sam Pittman
[redacted]
11/07/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 12:16:13 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Julie Plowman
[redacted]
11/18/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 7:30:13 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

- After decades of freeway expansion it is clear that this policy does NOT improve the traffic congestion problem. Encouraging alternative forms of transportation is the only way to reduce automobile traffic.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

thank you,

Michael Polacheck

Cc: Austin area local, State and Federal officials

Sincerely,
Michael Polacheck
[redacted]
11/19/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Lisa Marie Policastro [redacted]
Sent: Monday, November 16, 2015 4:09 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 16, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Lisa Marie Policastro
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 6:20:41 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Patti Polinard
[redacted]
11/21/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 10:05:26 PM

Dear TxDOT and CTRMA officials:

Comments for MoPac South Environmental Study- Open House Public Comment Period
Dear CTRMA Board members, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South MoPac expansion toll loop as the real project that is currently being unfairly pushed, piecemeal, onto the Austin community and current MoPac commuters. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to a major interstate thoroughfare.

We are proposing that a comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45 SW/South MoPac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

In the interim, please prioritize making Highways 71 and 183 South; and the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on these routes.

Because of the limited access at the south end, MoPac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand MoPac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert MoPac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic which would rip through the heart of Austin and damage the lifestyle of the neighborhood people.

The proposed plan would essentially convert it to "MoPac Interstate 35 West." Thus, MoPac would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while locals would suffer from costly tolls, and even worse congestion than today.

With the current plan, inter-regional and interstate truck and auto traffic would make its way through our most environmentally sensitive areas in the heart of Austin Neighborhoods. It would direct heavy traffic over the Edwards Aquafer recharge zone, the Flint Ridge Cave recharge zone, over our most cherished recreational areas like Zilker Parkland, over Barton Creek and Barton Springs watersheds, over Town Lake, over our greenbelt parkland hike-bike trails, and essentially over Austin High School.

The current plan to build out MoPac Loop 1 with a double decker bridge over Town Lack would cause harm and cumulative impacts to multiple natural and cultural treasures that currently support a livable Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Lady Bird Lake Park, Austin Pets Alive, the Edwards Aquifer, Barton Springs pool, multiple plant, water and wildlife species, many endangered species, and Austin blind salamanders.

Therefore, we are asking that you remove the proposed new 4-toll lanes and double decker bridge on MoPac over Lady Bird Lake from the transportation plans. We vote for the no build option.

Taking the time to study the entire tolled MoPac Loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on

projects that would benefit, rather than harm, the Austin region. As proposed, toll revenues will only pay half or less of the costs; local taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.
What TxDOT and CTRMA cannot accomplish with billions of dollars, we can achieve with buckets of paint. We want smart lanes, not more pavement and tolls. --We say NO to building a second Interstate 35 through Austin to ruin the heart and soul of Austin along the way.
We want to Keep MoPac

Sincerely,
Hester Pollard
[redacted]
11/20/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Tuesday, November 10, 2015 9:00:14 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:
I absolutely urge all of you to consider a better plan for traffic flow around/into/through Austin than the current one of turning MoPac into a new I 35 and constructing highway decks and more toll roads across one of the jewels of Austin, Lady Bird Lake.

This plan seems a major mistake to me, and I hope a better traffic strategy for central Texas and Austin can be found.

I am opposed to the construction of highway.

Yours, Sandra Pollard
Taxpayer, homeowner, citizen, voter, concerned citizen of Austin

Sincerely,
Sandra Pollard
[redacted]
11/10/2015

John Whitfield

From: Austin Chamber of Commerce [redacted]

Sent: Thursday, November 19, 2015 8:01 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Warren Pollard

Squarespace [redacted]
Form Submission - New Form - MOPAC/Loop 1 South
November 16, 2015 at 9:33 PM
[redacted]

Name: Lilo Pomerleau

Email Address: [redacted]

Subject: MOPAC/Loop 1 South

Message: Dear CTRMA Staff and Board Members,

I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial. The feeder into the downtown area from MoPac cannot support more traffic.
If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

Dear CTRMA Staff and Board Members,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose support our public parkland use, green spaces and community values.

Sincerely,

ADDITIONAL IDEAS FOR YOUR LETTER:

I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road.

A double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road will be 45-50 feet above ground level and will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character, look and feel from peaceful and green to highly urbanized and industrial. Elevated lanes will also add more noise and light pollution (than not building up) to Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, and Austin High school.

I request CTRMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review because the project will significantly impact land over the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Austin High School and City of Austin and City of Rollingwood surrounding neighborhoods.
Quite frankly, I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road.

A double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road will be 45-50 feet above ground level and will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character, look and feel from peaceful and green to highly urbanized and industrial. Elevated lanes will also add more noise and light pollution (than not building up) to Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, and Austin High school.

I request CTRMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review because the project will significantly impact land over the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Austin High School and City of Austin and City of Rollingwood surrounding neighborhoods.
Dear CTRMA Staff and Board Members,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose support our public parkland use, green spaces and community values.

Sincerely,

ADDITIONAL IDEAS FOR YOUR LETTER:

I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road.

A double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road will be 45-50 feet above ground level and will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character, look and feel from peaceful and green to highly urbanized and industrial. Elevated lanes will also add more noise and light pollution (than not building up) to Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, and Austin High school.

I request CTRMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review because the project will significantly impact land over the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Austin High School and City of Austin and City of Rollingwood surrounding neighborhoods.
Dear CTRMA Staff and Board Members,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose support our public parkland use, green spaces and community values.

Sincerely,

ADDITIONAL IDEAS FOR YOUR LETTER:

I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road.

A double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road will be 45-50 feet above ground level and will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character, look and feel from peaceful and green to highly urbanized and industrial. Elevated lanes will also add more noise and light pollution (than not building up) to Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, and Austin High school.

I request CTRMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review because the project will significantly impact land over the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Austin High School and City of Austin and City of Rollingwood surrounding neighborhoods.
Dear CTRMA Staff and Board Members,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road.

A double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road will be 45-50 feet above ground level and will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character, look and feel from peaceful and green to highly urbanized and industrial. Elevated lanes will also add more noise and light pollution (than not building up) to Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, and Austin High school.

I request CTRMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review because the project will significantly impact land over the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Austin High School and City of Austin and City of Rollingwood surrounding neighborhoods.
PLEASE ENSURE THE PLAN YOU CHOOSE SUPPORTS OUR PUBLIC PARKLAND USE, GREEN SPACES, AND COMMUNITY VALUES.

Thank you, Lilo Pomerleau

use this if you prefer written comment.
to submit online use link on other side.

Return to City Hall
Deadline: Nov. 20, 2015

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

KRISTAL POMPA [redacted]

Printed Name Address

Additional Comments:

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 1:30:38 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Devon Ponds
[redacted]
11/20/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 4:55:23 PM

Dear TxDOT and CTRMA officials:
I concur with the message offered below and strongly urge you to add a greater layer of transparency to the proposed MoPac South project. Please study the project in its entirety â€" that is, the larger MoPac South project and the State Highway 45 SW toll road that will add tens of thousands of additional vehicles onto MoPac. As the chair of the Austin City Councilâ€™s Committee on Open Space, Environment and Sustainability, as well as co-chair of the Balcones Canyonlands Coordinating Committee, I am extremely concerned about the adverse effects the added traffic will have on the health and safety of our community and our many treasures â€"Zilker Park, Lady Bird Lake, the Butler Hike and Bike Trail, the Lady Bird Johnson Wildflower Center, and, of course, the Barton Springs zone of the Edwards Aquifer. The effect this project would have on Austin High School is especially concerning and I would urge you to seriously consider the comments expressed by the AHS principal and parents of students who attend the school.
Sincerely,

Leslie Pool
Council Member, District 7
Austin City Council
P.O. Box 1088
Austin, Texas 78701
512.978.2107

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Leslie Pool
Leslie.Pool@austintexas.gov
11/20/2015

From: Austin Chamber of Commerce on behalf of Michael Porvaznik
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 1:03:29 PM

Nov 6, 2015

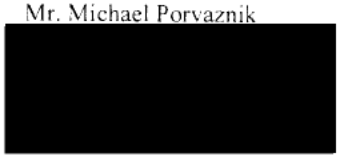
Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Michael Porvaznik


From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 6:35:48 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Aaron Poteet
[redacted]
11/21/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Brent Powdrill [redacted]
Sent: Tuesday, November 17, 2015 4:32 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 17, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Brent Powdrill
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 12:05:13 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Golden Powell
[redacted]
11/20/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Mike Powers

Address: [redacted]

Email:

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

(1) I support more mass transit !!

(2) change Toll lanes To HOV lanes

(3) Make SH 130 alternative To I-35 rather than using Mopac & hwy 45 for that purpose

(4) Birth control -- family planning ; population pressure drives demand for increased infrastructure, eg roads

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Christopher Powitzky [redacted]
Sent: Wednesday, November 18, 2015 2:30 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Christopher Powitzky
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 2:35:17 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Christiano prado
[redacted]
11/20/2015

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 SOUTH
November 12, 2015 at 4:50 PM
[redacted]

Name: Laura Prather

Email Address: [redacted]

Subject: MOPAC/LOOP 1 SOUTH

Message: Dear CTMA Staff and Liaisons,
I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road.

A double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road will be 45-50 feet above ground level and will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character, look and feel from peaceful and green to highly urbanized and industrial. Elevated lanes will also add more noise and light pollution (than not building up) to Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, and Austin High school.

I request CTRMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review because the project will significantly impact land over the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Austin High School and City of Austin and City of Rollingwood surrounding neighborhoods.

With the significant changes** in the 2015 traffic data presented to the public since the Feb 2015 open house and the major changes approved by voters for regional non-tolled road funding in the recent election, CTRMA's current study should reexamine alternatives to converting MoPac South into a toll road. HOV and transit only lanes should be compared with the toll and general purpose lane options proposed to give the public an understanding of why toll lanes are being considered as the only option. Along with a no-build scenario, options such as expanding telecommuting, ride sharing, and rail should be considered.

**The last MoPac South Open house February 26, 2015, peak period traffic data between Cesar Chavez and Slaughter Lane was:
- Northbound morning (7-9am) 15 minute drive ; 2035 no build 47 minute drive
- Southbound evening (4-6:30pm) 12 minute drive ; 2035 no build 45 minute drive

**The current MoPac South Open House November 21, 2015, peak period traffic data between Cesar Chavez and Slaughter Lane is.
- Northbound morning (7-9am) 23 minute drive (53% increase) ; 2035 no build 52 minute drive (11% increase)
- Southbound evening (4-6:30pm) 16 minute drive (33% increase) ; 2035 no build 51 minute drive (13% increase)

If toll lanes must be built, the 2 Toll lanes each direction without elevated lanes option will have the least impact to the park, schools, recreation centers and neighborhoods:

- The 2-lanes each direction without elevated lanes option meets all of the MoPac South project "goals and objectives" set by CTRMA and this option is consistent with the CAMPO 2040 Long Range Plan. Providing direct access to toll users into the downtown area is not a goal or objective identified by CTRMA or CAMPO for this project.

- The 2-lanes each direction without elevated lanes provides consistency with local plans for park land use because it has the least impact to the park land. Adding elevated lanes damages Austin's parks, restricts community members who use the open spaces, and damages neighboring neighborhoods.

- The 2-lanes each direction without elevated lanes option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

- The 2-lanes each direction without elevated lanes option provides reduced congestion and travel time savings for all roadway users in 2035 with results comparable to both the Double decker over Lady Bird Lake and double decker wishbone bridges. If free lanes are added to match the capacity of other plans, more congestion and time savings can be achieved without building elevated lanes.

- The 2-lanes each direction without elevated lanes is the more fiscally responsible option because the cost is $30 Million less than the double decker wishbone bridges and $40 million less lane the double decker over Lady Bird Lake concept, but the results are almost identical.

- The 2-lanes each direction without elevated lanes option minimizes impact to our water quality because it will mean less construction and less concrete over our aquifer and near Lady Bird Lake than if elevated structures were built.

- The 2-lane each direction without elevated lanes option lowers the impact on the natural and human environment because there will be less impact to the park and neighborhoods, less noise pollution, less light pollution and less ascetically unattractive bridges than if elevated structures were built.

- The 2-lane each direction without elevated lanes option will be more likely to be delivered in a timely manner because it requires no right of way be taken from Zilker Park, Lady Bird Lake or Lamar Beach Park. There will also be more support from neighboring cities and residents if elevated structures are not included in the plan.

• The 2-lane each direction without elevated lanes provides toll road users and emergency vehicles plenty of time and ability to safely maneuver and exit downtown. If there is an accident on the elevated portion of the toll lane it could actually make response times slower or impossible for emergency responders as there will be no way to exit the elevated structures until fully descended.
I also support the addition of an 11' multi-use path on the west side of MoPac from Lady Bird Lake to Barton Creek Mall. Instead of the proposed 8' sidewalk, I would like to see an 11' multi-use path that can accommodate both bikes and pedestrians and will connect and seamlessly with Phase III of the MoPac bicycle and Pedestrian project.

Please make sure to fully consider the social, economic, and environmental consequences of building up. Please ensure the plans you choose support our public park land use, green spaces and community values.

Sincerely,
Laura Prather

(Sent via

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 2:06:29 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Barbara Pike Pratz
[redacted]
11/20/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 2:10:21 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Sarah Pratz
[redacted]
11/20/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 3:30:23 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

I agree with all the comments stated below. I have lived in the same house in Old Enfield for 38 years, and every time Mopac or 183 has been lengthened or widened or improved, it has simply led to more sprawl and commuter traffic trying to use Mopac with our neighborhood almost paralyzed from 4 until 7 with traffic backed up trying to access Mopac. Further "improvement" of Mopac is doomed to overload it again. In addition to the suggestions in the last line, please consider a plan where all businesses, professional offices and state offices downtown would stagger their work starting hours from 6 AM to 9:30 AM and their end of workday hours from 3 PM to 6:30 PM.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
James A Prentice
[redacted]
11/18/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, October 22, 2015 7:15:24 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Deborah Price
[redacted]
10/22/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, October 22, 2015 7:10:33 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Tom Price
[redacted]
10/22/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Cliff	Priddy	11/12/15	I prefer the double lane in ea direction with direct connectors to downtown. I feel that traffic is already really bad and we need as many new roads and transportation options as possible. Not everyone can afford to live and work in central Austin like the elitist core of the SOS supporters and activist environmentalists who already live in central Austin. The city should be accessible to all Texans--not just those with lots of money and those who have been living in central Austin for years. I work as a home health physical therapist and need reliable roads so that I can see patients in their homes. If I have to sit in traffic all day, then I cannot serve my patients. We need more and better roads everywhere in this city and now! I would also like to see additional frontage lanes at William Cannon and underpasses at Davis and Slaughter.

From: Austin Chamber of Commerce on behalf of Earl Prochnick
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 11:33:24 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Earl Prochnick

to submit online use link on other side.

Return to CITY Hall
Deadline Nov. 20, 2015

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

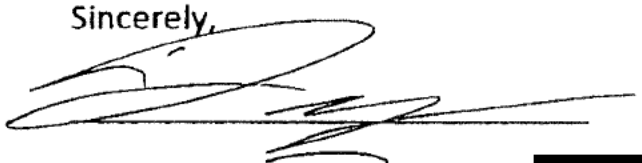
Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,



Payne Pryor [redacted]

Printed Name Address

Additional Comments:

(See Back of Paper for Addition Comments)

From: Austin Chamber of Commerce on behalf of Ty Puckett
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 10:34:02 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

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Sincerely,

Mr. Ty Puckett

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

Vanessa Puig-Williams [redacted]

Printed Name Address

Additional Comments:

From: Austin Chamber of Commerce on behalf of Phyllis Puryear
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Monday, November 09, 2015 12:23:52 PM

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

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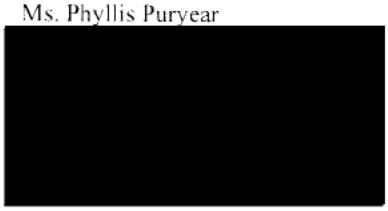
Sincerely,

Ms. Phyllis Puryear



From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Sunday, November 08, 2015 12:40:40 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase 1 of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Ross Quade
[redacted]
11/08/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Ross	Quade	11/15/15	I am extremely concerned these proposals do not include the environmental impact when hwy 45 will connect 35W to Mopac. Mopac is a regional use only should not be used as a transit corridor alternative to 35W. I am also extremely dissatisfied with the proposed freeway/bridge over lady bird lake. This area is extremely fragil with regards to the Barton Creek recharge zone for our acquifier. Also, this one of the main reasons we moved to Austin to enjoy the parks and trails that surround the city. Your proposal will create an unappealing and ugly addition to our beautiful city.

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Ross Quade

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

THE BARTON HILLS ZILKER AREA IS ONE OF THE MOST BEAUTIFUL, SCENIC AND MOST ATTRACTIVE LOCATIONS IN THE CITY. AS A PROPERTY OWNER BIZ OWN RESIDENT AND INFORMED CITIZEN I TAKE PRIDE IN THIS AMAZING AREA. THIS PROPOSED SOLUTION IS NOT ACCEPTABLE AND I STRONGLY URGE YOUR ORGANIZATION TO REVIEW ADDITIONAL ALTERNATIVES AND SOLUTIONS IN LINE WITH SOSA ALLIANCE.

I AM ALSO CONCERNED THESE RECENTLY VOTED BILLS THAT I SUPPORTED TO BUILD ROADS WILL BE USED AS TOLL ROADS. THE STUDIES THAT HAVE BEEN COMPLETED ARE UNACCEPTABLE AND NOT COMPREHENSIVE. AS A CONCERNED CITIZEN I DO NOT SUPPORT THE CURRENTLY PROPOSED IDEAS REGARDING 45 & MOPAC (HWY 1).

LOOK AT LOCAL PLANNING - IE 35 !!

MOPAC IS A LOCAL REGIONAL ROAD — KEEP IT THAT WAY!

6

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

Queralt

ALISON QUERALT [redacted]

Printed Name Address

Additional Comments:

It has been a joy to live in this community for 13 years. We love the Zilker area for its green spaces & charm. We are acutely aware of the traffic challenges & needs of Austin due to growth. We would hope the

city of Austin would consider its beauty & charm AS IMPORTANT as it traffic management. Time, education & research will ensure that we won't create more problems while trying to fix existing options. Elivated lanes are a noise, light, & aesthetic issue. Access to existing roadways has to be considered. Lastly, industrialization of our green space IS NOT a solution.

Please consider protecting what makes Austin Beautiful!

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Jason Qunell [redacted]
Sent: Friday, November 13, 2015 12:51 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 13, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Jason Qunell
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Keri Qunell [redacted]
Sent: Friday, November 13, 2015 1:21 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 13, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Keri Qunell
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 5:15:12 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

"Mopac South" is almost exactly what we don't need in Austin. A thoughtful, independent investigation is essential *before* any further steps are taken.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Kris Raab
[redacted]
11/20/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 7:33:06 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

I strongly object to adding any toll lanes to MoPac. - none of the options you have presented thus far are acceptable. What we want are non-tolled, affordable options that benefit Mopac commuters without converting Mopac into a second Interstate 35 through Austin.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Sincerely,

David Race

Cc: Austin area local, State and Federal officials

Sincerely,
David Race
[redacted]
11/19/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: David Race

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

I oppose your plan to expand Mopac.

Compromising our quality of life and the treasures of our city to convenience a few is not reasonable.

Our treasures - Lady Bird Lake, the Wild flower Center, Zilker Park and the health of the students and teachers who spend their days at Austin High - must be protected and preserved.

You are trying to solve a ~~problem~~ rush hour problem, you must use limited, rush hour measures, to solve the problem.

You already built a downtown bypass - 130. It would be far cheaper to eliminate tolls on 130 than to build the Mopac expansion.

I am adamently AGAINST the Mopac expansion plan. TOO EXPENSIVE - TOO MUCH POLLUTION - Too much degradation to our way of life

David Race

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, October 23, 2015 6:10:13 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

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Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Sean Ragsdale
[redacted]
10/23/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Jake Ragusa
[redacted]
Sent: Tuesday, November 17, 2015 3:32 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 17, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Jake Ragusa
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 2:45:18 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Colleen Ramey
[redacted]
11/18/2015

From: Austin Chamber of Commerce on behalf of Michael Ramirez
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 10:34:50 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

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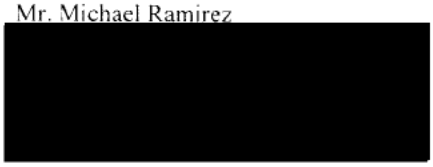
Sincerely,

Mr. Michael Ramirez



From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 1:40:34 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Sarah Ramos
[redacted]
11/20/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Doug	Rauls	11/19/15	Looks great. anything you can do to improve traffic in Austin is welcomed!

COMMENTS ON VIRTUAL OPEN HOUSE

Bruce	Ravenscraft	11/11/15	I prefer TXDOT add continuous, non-tolled four lanes on Mopac South. Current set-up is three lanes with noncontinuous fourth lane for exits. Unfortunately, this is not being considered even though is the least expensive, least environmentally destructive option. Of the options being considered I prefer the two express lanes without direct ramp access connections. I prefer this option because it does not involve elevated ramps and allows for a continuous express lane and an express lane for merging to the exit ramps. I am a homeowner in the Mopac/Barton Skyway neighborhood. Also, please do not erect sound barrier walls on South Mopac. Residences are not directly at Mopac like on North Mopac. I prefer full landscaping including significant amount of new high quality trees in the area to counter the expanded south Mopac lanes.

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 12:00:37 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Bruce Ravenscraft
[redacted]
11/19/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 12, 2015 9:15:29 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Clotilde Rea
[redacted]
11/13/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 7:20:12 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Clarissa Reburn
[redacted]
11/19/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Penny	Redington	10/31/15	Dear Mr. Johnson, As a resident of the Liberty Park Condominiums, I am writing to express concerns that have been raised by some of my fellow residents about the proposed Project ID #102 in the CAMPO 2040 Transportation Plan, more commonly known as the MoPac South project. Our condominium development at 1000 Liberty Park is one of the neighborhoods adjacent to MoPac and is located just south of the Bridge at Lady Bird Lake. Our complex, comprised of fifty (50) one and two-story dwelling units, was built by the well-known Austin developer Larry Peel, and is notable for the extreme care taken during construction and throughout the life of the development to protect and maintain the natural vegetation, wildlife and character of the property. Strict covenants restrict owners' ability to alter or remove natural vegetation and the board in recent years has been engaged in efforts to eradicate invasive, non-native vegetation. The natural serenity and park-like surroundings are cherished by the residents and help support the native flora and fauna. Several of our property owners have expressed concerns about the CAMPO Regional Transportation Plan's recent proposal to add two (2) express lanes in each direction near Lake Lady Bird. We strongly support studying all options (including no-build) for the proposed MoPac South expansion that would limit the noise, pollution and other negative impacts of this project on our residential area at Liberty Park. Of particular concern is the preservation of native vegetation along the west side of the southbound access road right-of-way (ROW) between Bee Cave Road and Liberty Park Drive. This dense strip of trees and shrubs functions as a natural sound and sight barrier for the residents in Building 4 of our complex and allows for the quiet enjoyment of their homes. While our review of the project appears to show that this ROW will not be encroached upon, it is very important that this heavily wooded area not be damaged during construction. It is more attractive and probably more effective than a manmade sound barrier, especially for the second-story residents. I am happy to meet with you or your staff to express our concerns and show you the area that we feel could be damaged (perhaps even inadvertently) during construction. Thank you for your consideration. Please feel free to contact me as I can provide further information. Penny Redington Best regards,

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 04, 2015 5:00:13 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

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The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

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As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Ray Reece
[redacted]
11/04/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 5:40:51 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Ray Reece
[redacted]
11/18/2015

COMMENTS ON VIRTUAL OPEN HOUSE

David	Reed	11/16/15	Really? An elevated freeway? Above Zilker? Nature center? NO!

COMMENTS ON VIRTUAL OPEN HOUSE

Mary	Reed	11/3/15	I am totally opposed to a double-decker over Lady Bird Lake as well as Double Decker Wishbone bridges over MoPac. I much prefer the addition of two toll lanes each direction without elevated lanes: I am also in favor of the addition of a 11 foot multi-use sidewalk on the west side of MoPac from Lady Bird Lake to Barton Creek Mall. I ask that you consider ALL of the social, economic, and environmental consequences of the options you choose and respect Austin's public lands, green spaces and community values none of which should be sacrificed to a misguided MoPac expansion scheme.

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 7:15:19 PM

Dear TxDOT and CTRMA officials:

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Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Robin Reed
[redacted]
11/19/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Kim Reese

Address: [redacted]

[redacted] Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

If this project is completed as proposed, the already congested traffic downtown & on west Austin will become even worse. Property taxes in West Austin are among the highest in the city, and I fear this project will destroy the peace and tranquility of our beloved and unique neighborhoods. Traffic is already a huge issue in Austin's quality of life and this project will only make it worse. In addition, it seems that the environmental impacts have not been adequately or honestly studied and will negatively affect some of Austin's most popular & iconic sites such as Zilker Park, Barton Springs and Lady Bird Wildflower Park. I believe there are better solutions to address the traffic issue and that this deserves more study and an intent toward a more acceptable and creative solution that will better preserve what we all love about Austin.

Keep Mopac Local!

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Monday, November 02, 2015 3:04 PM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#370]

Name *

Rose Ann Reeser

Email *

Address

Message *

I'm writing in opposition to the plans for a double decker bridge over Lady Bird Lake. It will add tremendously to the noise that already echoes up the canyons from MoPac and destroy the beautiful view of the Lake both upstream and down for drivers on the current bridge. Add an HOV lane, encourage staggered office hours, add public transportation (there's an idea). Don't just keep enlarging roads until we have paved over all of the scenic medians and roadsides and look like Houston or LA. Please.

Thank you.

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Natalie Regennitter

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

I think that complete environmental studies that disclose the effects of extending highway need to be conducted and shared with the public so and informed decision can be made. Complete not separated into parts. This is especially important because the location of the extended Mopac will be over the Edwards Aquifer, a very important recharge zone for the rivers in Austin, such as the Brazos River (a large source of tourism for Austin). Once that water recharge zone gets polluted reversing the effects are virtually impossible. The cost of improving water quality in the city of Austin will be in the millions. By extending the highway, an icon of Austin will be destroyed and no longer useable for recreation like it is today. Other areas affected like Zilker Park (site for popular events such as ACL that bring in money to the city) and Lady Bird Lake (another popular recreation area) will be close to unuseable. So not only will the highway cost millions but the needed water treatment plants on top of the loss of tourism and recreation will cost the city billions in the long term. To me, the overall cost far outweighs the economic benefit the extended Mopac will provide. We need to search for an alternate solution.

Sincerely,

[illegible] UT Austin Freshman

From: Austin Chamber of Commerce on behalf of Todd Reimers
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 12:03:39 PM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Todd Reimers
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Max Reinbach III [redacted]
Sent: Wednesday, November 18, 2015 3:51 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

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Sincerely,

Mr. Max Reinbach III
[redacted]

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Julia Remington

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

I was recently flipping through our local paper and reviewing the options for Mopac South. I read the first four and thought 'Well, those won't work. They either take away our beloved park land OR will hurt our streams and springs, OR - They'll be unsightly and noisy and interrupt the peaceful neighborhoods and parks surrounding Mopac South.' So, I turned the page, fully thinking they put the 'bad' ideas first so the perferred solution (ideally the one incorporating local input and maintaining parkland, line sights, minimizing noise level, etc.) could shine even brighter. I turned every page of that paper as I could not comprehend that there was no other options listed. What a shock it was to realize TXDOT ~~Root~~ is trying to dupe us again. Shame on you TXDOT. Please look at your priorities and consider moving them from building bigger highways to improving well-being. My vote is for ~~that~~ A NO vote on the options provided. Consider more bike lanes, increased ride shares, painting HOV lanes, focusing on improving I-35, and making I30 free. Sincerely, Julia Remington.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Allison Rendall [redacted]
Sent: Wednesday, November 18, 2015 1:22 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Allison Rendall
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 10:10:38 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Jason Reneau
[redacted]
11/20/2015

From: Austin Chamber of Commerce on behalf of Michael Restivo
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 11:03:46 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

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Sincerely,

Mr. Michael Restivo

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 7:55:21 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
David Rhoads
[redacted]
11/19/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 6:10:21 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
John Ribble
[redacted]
11/18/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 05, 2015 9:25:12 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
joel richards
[redacted]
11/05/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 2:45:31 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
anitra richardson
[redacted]
11/18/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 9:05:18 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Crispin Richey
[redacted]
11/20/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 1:16:50 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Howie Richey
[redacted]
11/20/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 7:55:58 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study the entire project (all segments) before moving forward with any one segment. Consider that there are financial interests involved and that any study should be independent of these financial interests.

Connecting MoPac to IH 35 will only increase the traffic on MoPac, bringing outside traffic through our neighborhoods.

We want to keep Mopac local rather than using our neighborhoods to bring more traffic through.

Cc: Austin area local, State and Federal officials

Sincerely,
ANN RIDDEL
[redacted]
11/19/2015

Squarespace [redacted]
Form Submission - New Form - Mopac/loop1south
November 19, 2015 at 7:54 PM
[redacted]

Name: Patsy Rider

Email Address: [redacted]

Subject: Mopac/loop1south

Message: DEAR CTRMA STAFF AND BOARD MEMBERS,

I write to voice my opposition to any type of elevated double decker lanes over Mopac

I have lived in the City of Rollingwood and Travis County for 32 years. I truly love the beauty of our surrounding nature filled hill country. I've walked most mornings of the week around peaceful Lady Bird Lake enjoying the wild life and sunrises year round all these years. My 4 children grew up walking and riding bikes to Zilker Park and Gardens and Barton Springs Pool and now I take my grandchildren to Zilker and Barton Springs Pool and Austin Nature Center. These are truly unique treasures very near the heart of downtown Austin that help make our community a wonderful place to live. Please be very careful to protect them!

Are the traffic studies on which you base your recommendations truly representative of the needs? I am surprised a comprehensive environmental assessment has not been done as what is proposed is in the Edwards Aquifer recharge zone and so near Zilker Park, Zilker Gardens, Barton Springs Pool and the Austin Nature Center. As the city of Austin decreases parking downtown and works to make the downtown area a walking liveable area does it make sense, is it in sync with Austin values to make this area closest to downtown industrial and highly urbanized? As other large cities work to take down double decker lanes and reclaim the area close to their city centers as park areas, why is Austin considering constructing elevated lanes in this most beautiful natural area?

I realize that changes are needed and I therefore do agree with the Rollingwood City Council's recommendations that would support expansion laterally of Mopac because that would have less impact environmentally for Lady Bird Lake, Zilker Park and Gardens, Barton Springs Road and the City of Rollingwood. Just make very sure you don't "throw the baby out with the bath water." Please be very wise and focus on the future and what we want our city to be.

Sincerely,
Patsy Rider
[redacted]

(Sent via

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Richard Ridings [redacted]
Sent: Wednesday, November 18, 2015 1:23 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Richard Ridings
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted]on behalf of Robyn Ridlehuber[redacted]
Sent: Friday, November 20, 2015 2:46 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 20, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Ms. Robyn Ridlehuber
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 6:00:13 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Kerry ridley
[redacted]
11/19/2015

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Tuesday, November 10, 2015 5:17 PM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#384]

Name *

Ken Rigsbee, P.E.

Email *

[redacted]

Address

Message *

I think the double flyover into town center from South MoPac is the only adequate solution to the express lanes matter. Personal experience is that the Eastward two lanes are completely full and stop-and-go on weekday mornings.

From: Austin Chamber of Commerce on behalf of Tim Riley
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Monday, November 09, 2015 12:23:53 PM

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Tim Riley

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Brock Rindahl
[redacted]

Sent: Friday, November 20, 2015 3:17 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 20, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Brock Rindahl
[redacted]

COMMENTS ON VIRTUAL OPEN HOUSE

Dean	Rindy	11/12/15	I favor the don't build it alternative. Plus, do not build 45 SW, and do not connect Mopac and 45 SW to I-35.

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 5:50:45 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
f rinehart
[redacted]
11/19/2015

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): Rafael A. Riojas

ADDRESS: [redacted]

COMMENTS: Look at Bike Ped access between Convict Hill & Davis Lane. Will access be along Violet Crown Trail or through Dick Nichols park? Access to Davis lane not not clear. Connection to shared use path

- Incentivize people to ride the Bus
- Do the people that live along bus Route 111 know that it is there? Door hangers, post cards, etc.

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

☐ I am employed by TxDOT

☒ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 6:45:12 PM

It is important to present for approval the entire project.
It is reasonable to acknowledge different impacts of different parts of the project.
It is not responsible to piecemeal the project so it becomes more palatable.
It really is time to develop mass transit plans and stop selling the idea that we can build enough roads to handle the traffic associated with our incredible growth rate.
Create a more realistic long term option that will get people out of cars on their feet.
That approach in in the long term public health interest of the citizens.
It is time to consider health in all policies and not throw uncoordinated ideas at the wall for disjointed sets of activities.
Please engage with the rest of the issues involved in our community and develop a plan that will have a net positive impact instead of narrowly defined benefit that creates more problems. than it solves.

Sincerely,
Ken Ripperger-Suhler
[redacted]
11/19/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Barbara	Ritchie	10/28/15	First, I would like to comment that the people who live in Tarrytown and Bykerwoods will also be impacted by the final choice selected to address long term traffic issues, not just the Rollingwood community. Second, even if the access point to downtown is extended beyond the Austin High School entry road, there is still going to be a significant noise and congestion impact on the school. Third, as a almost 50 year resident of Austin, I do not support any solution that has elevated lanes crossing over Lady Bird Lake. I would prefer to see the elevated roads begin near Barton Skyway and take no risks with the quality of wildlife or water of Town Lake. While this option costs almost as much as the recommended solution, there will be much higher costs to our community when all we have to adhere to environmentally are the standards of TCEQ, which I do not believe to have very high standards. I think we do need to address the traffic issues Austin is facing but to do so an environmentally sound and safe manner, as well as the safety of kids going to Austin High School, even if the cost is almost as high as two elevated lanes crossing the lake.

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Tuesday, November 10, 2015 8:00:16 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please study the entire plan including SH 45 SW/South Mopac expansion before building anything.

Let's pay off the debt on SH 130 to encourage commuters to use this route instead of IH-35.

Let's re-stripe S Mopac to put in an HOV lane now. How about more Park & Ride spots?

Let's preserve the beauty of Barton Springs, Zilker Park, the Edwards Aquifer, the Hike & Bike Trail, the Nature Center, Zilker Botanical Gardens, the Lady Bird Johnson Wildflower Center and the green all along Ceasar Chavez.

It is an insult to propose destroying the heart and soul of our city and with our tax dollars while building a toll lane for only the wealthy.

Let's take some lessons from other cities around the world who have removed asphalt and cars and provided beautiful spaces for people and business. Cologne, Germany is one such city. The main center of the city is for people only - there are no cars for blocks in all directions.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the beauty that has defined Austin and brought thousands of people here to enjoy it.

Sincerely, Margaret

Sincerely,
Margaret Rittenhouse
[redacted]
11/10/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 7:50:45 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Cc: Austin area local, State and Federal officials

Sincerely,
John Ritts
[redacted]
11/19/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Alan	Rivaldo	11/17/15	Thank you for all you do to enhance mobility in Central Texas. Undeniably, the best option is to have two express lanes in each direction, and that should be obvious to all. Further, the option that provides direct connectors to downtown is best, because the greatest consideration should be given to safety (no weaving) and the second highest consideration should be given to a design that reduces travel times the most throughout the study area, and well into the future. An expansion of capacity should not impede traffic flow elsewhere; it should instead enhance it. Very little consideration should be given to aesthetics or the possibility of noise. These are HIGHWAYS, intended to move people and product, not a natural landscape! The opinions of anyone who complains about unsightly infrastructure, such as elevated roadways or bridges, should be discounted greatly. These people chose to live near a freeway and can always move and eventually will, because this project will outlive them. The problem with poor mobility will also outlast these people. Meanwhile, the commuters who drive these roads every day today and 30 years from now, who suffer a diminished quality of life by sitting in traffic needlessly, should have the greatest say in this project. Those worried about aesthetics or noise apparently are sitting at home with not much more to do than complain about things they do not understand. They are not truly end customers of this project. Again, thank you for soliciting our input. I reiterate that the optimal design is one that reduces anticipated travel times the most, eliminates weaving, and increases average vehicle speed throughout most of the study area.

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Saturday, November 07, 2015 1:42:11 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Linda Rivera
[redacted]
11/07/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Jamie Rivera

Address: Travis County

Email:

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

Please consider alternatives to the negatives of tolls on South Mopac
Comprehensive plans needed.
Non-tolling options.
☑ None of the proposed.

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 3:30:49 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
jinee rizzo
[redacted]
11/19/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, October 28, 2015 11:00:16 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Elaine Robbins
[redacted]
10/28/2015

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Sunday, November 08, 2015 7:16 PM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#380]

Name *	Elaine Robbins
Email *	[redacted]
Address	
Message *	I really want to keep Mopac local and not increase lanes over Ladybird Lake or Zilker. I enjoy Deep Eddy and the hike-and-bike trail, important parts of Austin's healthy lifestyle, and I don't want the experience ruined by traffic noise and fumes.

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): Elayne Robbins

ADDRESS: [redacted]

COMMENTS:

(1) Since you can't fit new lanes only attract more cars, build fast mass transit instead

(2) keep mopac local – is this still an option?

(3) pls don't ruin my Deep Eddy + hike + bike trail experience w/ noise, smog + lights.

(4) I don't want a Houston-sized highway over the lake

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

☐ I am employed by TxDOT

☐ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

2

[redacted]

From: Austin Chamber of Commerce on behalf of Bob Roberts
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 2:33:39 PM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

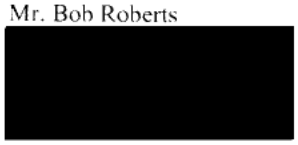
Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Bob Roberts



From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 10:05:15 AM

Dear TxDOT and CTRMA officials:
The traffic on MoPac from 183 to downtown is already horrorfic.You must allow extra time to travel to an appointment because you never know if the traffic will be moving (occasionally) or creeping along at a snail's pace. Paying an expensive toll is out of the question for many of us. The tolls are high to begin with and increase as the traffic increases. MoPac should be renamed Porsche Alley. I CANNOT EVEN IMAGINE THE NIGHTMARE that will ensue if CTRMA is allowed to continue with its current plan. The residents of Austin deserve a better fate. We will have no road to travel on which seems grossly unfair. The new plan will only benefit those from out of Austin who are passing through or coming into Austin.

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Sue Roberts
[redacted]
11/19/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Sue B. Roberts

Address: [redacted]

[redacted] Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

Please Keep Mopac local. Do not turn it into an alternate I-35. All of the proposed plans are toll road plans. Please study non toll options. I live off Mopac and I cannot afford to pay tolls to use a road that I've already paid for once.

Please study proposals that do not include tolls. Study before you start building toll roads. Follow Tx Dot Advisory Committee recommendation to pay off the debt on 5#130 and make it toll free. Voters have given TxDot money for non toll roads. Use some of money to pay off 5# 130 and make it toll free. This will cause a lot of traffic to be diverted.
I-35 is a mess. Fix it before you convert Mopac into a second I-35.
Make an HOV lane on Mopac.

Please protect some of Austin's jewels that will be adversely impacted by connecting I-35 and Mopac - One plan has highway going over Flint Ridge Cave. In a dye test, what went into cave went straight to Barton Springs in 2-3 days. The Wildflo

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Saturday, October 24, 2015 6:55:16 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

As a native austinite, I find the planned destruction of our once charming city hard to believe. Whoever is making these decisions must not care about keeping the beauty and character that makes our city so special. Mopac was originally promoted as a boulevard, no trucks allowed. It was never to connect to IH 35. Little by little this boulevard has become a monster that threatens our peaceful quiet neighborhoods. Please study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters. Look for alternatives because I KNOW they exist!

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW. This is so obvious!

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson

Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please us

Sincerely,
Andrea Roberts McGee
[redacted]
10/24/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 4:30:32 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Andrea Roberts McGee
[redacted]
11/18/2015

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): Claire Robertson

ADDRESS: [redacted]

COMMENTS: The Plans for MoPac South is not one that will help the traffic situation the way it is being built. Having a Toll Road has been proven to be ineffective in other plans. Roads have already been paid for through taxes and are unethical. Where there are toll roads, people get off and use surface roads. Adding a freeway in addition will help the people going farther south while not having to pay. This project will not benefit as it is a waste of taxes money and the traffic will always be a problem. The preliminary drawings dump traffic right at my high school, Austin High, which already has too much traffic.

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

☐ I am employed by TxDOT

☐ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 1:56:10 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Please consider the cumulative affect of the entire project. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project, not doing so is a violation of NEPA, leaving the potential for litigation. Key resources and receptors are at risk from this project, such as the federally endangered Barton Springs Salamander and Austin Blind Salamander.

The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. Please consider other reasonable alternatives than toll roads. As far as the current options, none in my opinion meet the NEPA requirements to consider the alternative with the least environmental impact, including the human environment.

I agree with KeepMopacLocal.org. Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Thank you for your consideration,

Travis Robinett,
Austin, TX, native

Cc: Austin area local, State and Federal officials

Sincerely,
Travis Robinett
[redacted]
11/20/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, October 22, 2015 3:25:21 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

The entire growth model that the current local leaders, embrace does nothing for the regular people, aka the 1%. The underlying justification for the destruction of Austin and Travis County, is the same ole, same

Sincerely,
Joseph Robles
[redacted]
10/22/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 3:00:47 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

ALL I CAN SAY AT THIS POINT IS THAT THE HIGHWAY CONTRACTORS MUST HAVE MASSIVE AMOUNT OF THEIR SPECIAL INTEREST MONEY INVESTED IN THE POLITICIANS FOR WHOM THE DESTRUCTION OF THE EDWARDS AQUIFER, BARTON SPRINGS RECHARGE ZONE, AND OUR ENVIRONMENT, IN GENERAL IS NOT AN ISSUE.....SAD, VERY SAD ! ! ! ! POLITICIANS ARE NOT AS CHEAP ASS THEY ONCE WERE !

Cc: Austin area local, State and Federal officials

Sincerely,
Joseph Robles
[redacted]
11/20/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of David Roche [redacted]
Sent: Friday, November 13, 2015 11:21 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 13, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. David Roche
[redacted]

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: BRIAN ROGERS

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

MOPAC IS FOR AUSTIN CITIZENS & NOT IH 35 traffic. IT'S OUR INNER CITY ARTERIAL Hwy. DON'T SCREW IT UP.

The world is changing FAST. Freeway toll roads are like rotary phones - AT least they will be IN THE NEXT 10 years SH-130 WAS the big solution we chose so pay it off - TxDOT !

UBER CAR pool & SELF DRIVING CARS !

UBER CAR pool - it is the LIMIT - NOW !

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 5:06:00 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Brian Rodgers
[redacted]
11/20/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Dennis Roetman [redacted]
Sent: Thursday, November 12, 2015 7:31 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 12, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Dennis Roetman
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 4:35:16 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Martha Rogers
[redacted]
11/19/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 12:15:20 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Tracey Rogers
[redacted]
11/20/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Edward Rohan [redacted]
Sent: Friday, November 20, 2015 3:17 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 20, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Edward Rohan
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Michael rollins [redacted]
Sent: Monday, November 09, 2015 2:11 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Michael rollins
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Lauren Romano [redacted]
Sent: Wednesday, November 11, 2015 4:16 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 11, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Lauren Romano
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Ariel Romell [redacted]
Sent: Wednesday, November 18, 2015 4:30 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Ariel Romell
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, October 22, 2015 10:45:45 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
John Rooney
[redacted]
10/22/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 5:00:12 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
John Rooney
[redacted]
11/18/2015

From: Austin Chamber of Commerce on behalf of Kelsey Roop
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 11:03:46 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

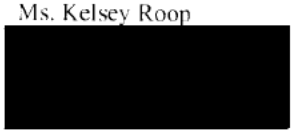
Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Kelsey Roop



From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 1:05:27 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Patricia Rosenblad
[redacted]
11/20/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 5:05:21 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Chip Rosenthal
[redacted]
11/19/2015

use this if you prefer written comment.
to submit online use link on other side.

Return to city Hall
Deadline: Nov. 20, 2015

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

Gayle Rosenthal

Gayle Rosenthal [redacted]

Printed Name Address

Additional Comments:

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 3:55:22 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Oren Rosenthal
[redacted]
11/18/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 10:45:15 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Jolene Ross
[redacted]
11/19/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 12:45:40 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Lauren Ross
[redacted]
11/18/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Monday, November 16, 2015 10:25:16 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase 1 of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Gail Rothe
[redacted]
11/16/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Gail Rothe

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

Pay off tolls on 130 - make that the I-35 by-pass, not MOPAC

- Develop ~~tools~~ and study additional, 21st century options that are people-centered, not car-centered

- The 4 options presented are all unacceptable.

- Environmentally-friendly options must be developed.

- Re-stripe MOPAC South to create HOV lanes

Squarespace [redacted]
Form Submission - New Form - Mopac/Loop 1 South
November 18, 2015 at 3:16 PM
[redacted]

Name: Jennifer Rowsey

Email Address: [redacted]

Subject: Mopac/Loop 1 South

Message: I absolutely do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decked tollway over Lady Bird Lake or two double decked wishbone bridges over Mopac at Bee Caves Road.

A double decked road or tollway over Lady Bird Lake or two double decked wishbone bridges over Mopac at Bee Caves Road will be 45-50 feet above ground level and will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character, look and feel from peaceful and green to highly urbanized and industrial. Elevated lanes will also add more noise and light pollution (than not building up) to Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, and Austin High school.

I request CTRMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review because the project will significantly impact land over the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Austin High School and City of Austin and City of Rollingwood surrounding neighborhoods.

With the significant changes** in the 2015 traffic data presented to the public since the Feb 2015 open house and the major changes approved by voters for regional non-tolled road funding in the recent election, CTRMA's current study should reexamine alternatives to converting MoPac South into a toll road. HOV and transit only lanes should be compared with the toll and general purpose lane options proposed to give the public an understanding of why toll lanes are being considered as the only option. Along with a no-build scenario, options such as expanding telecommuting, ride sharing, and rail should be considered.

**The data below looks at the travel time information CTRMA provided to the public at the February 25, 2015 open house. The data sources cited were: CDM-Smith 2014 INXR speed data, CAMPO 2035 Travel Demand Model, observed congested speeds in October 2013 and Bluetooth data. The February 25, 2015 data is compared to travel time information provided to the public at the October 21, 2015 open house The data source cited is CDM Smith 2015 - Using BlueTooth Data

General Purpose Lanes
**Feb 26, 2015 MoPac South Open house peak period traffic data between Cesar Chavez and Slaughter Lane was (2013):
- Northbound morning (7-9am) 15 minute drive ; 2035 no build 47 minute drive
- Southbound evening (4-6:30pm) 12 minute drive ; 2035 no build 45 minute drive

**October 21, 2015 MoPac South Open House, peak period traffic data between Cesar Chavez and Slaughter Lane is (2015):
- Northbound morning (7-9am) 23 minute drive (8 minute/53% increase from 2013) ; 2035 no build 52 minute drive (5 minute/11% increase from 2013) - Note the biggest increase in where CTRMA wants to justify the elevated lanes
- Southbound evening (4-6:30pm) 16 minute drive (4 minute/33% increase from 2013) ; 2035 no build 51 minute drive (6 minute/13% increase from 2013)

2 lanes each direction with elevated lanes over Lady Bird Lake
**Feb 26, 2015 MoPac South Open house peak period traffic data between Cesar Chavez and Slaughter Lane was (2013):
- Northbound morning (7-9am) 8 minute drive ; General Purpose: 37 minute drive
- Southbound evening (4-6:30pm) 8 minute drive ; 2035 no build 26 minute drive

**October 21, 2015 MoPac South Open House, peak period traffic data between Cesar Chavez and Slaughter Lane is (2015):
- Northbound morning (7-9am) 9 minute drive (1 minute/12% increase from 2013) ; General Purpose 32 minute drive (5 minute/15% decrease from 2013) - The N. bound general purpose Lane showed a decrease from 2013?
- Southbound evening (4-6:30pm) 9 minute drive (1 minute/12% increase from 2013) ; General Purpose 29 minute drive (3 minute/10% increase from 2013)

Traffic data should include the SH-45 road project and the ultimate connection of MoPac to IH-35, that is mentioned in the CAMPO 2040 plan

If toll lanes must be built, the 2 Toll lanes each direction without elevated lanes option will have the least impact to the park, schools, recreation centers and neighborhoods:

- The 2-lanes each direction without elevated lanes option meets all of the MoPac South project "goals and objectives" set by CTRMA and this option is consistent with the CAMPO 2040 Long Range Plan. Providing direct access to toll users into the downtown area is not a goal or objective identified by CTRMA or CAMPO for this project.

- The 2-lanes each direction without elevated lanes provides consistency with local plans for park land use because it has the least impact to the park land. Adding elevated lanes damages Austin's parks, restricts community members who use the open spaces, and damages neighboring neighborhoods.

- The 2-lanes each direction without elevated lanes option has the lowest impact to the park, lake and neighborhoods while still significantly

improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

• The 2-lanes each direction without elevated lanes option provides reduced congestion and travel time savings for all roadway users in 2035 with results comparable to both the Double decker over Lady Bird Lake and double decker wishbone bridges. If free lanes are added to match the capacity of other plans, more congestion and time savings can be achieved without building elevated lanes.

• The 2-lanes each direction without elevated lanes is the more fiscally responsible option because the cost is $30 Million less than the double decker wishbone bridges and $40 million less lane the double decker over Lady Bird Lake concept, but the results are almost identical.

• The 2-lanes each direction without elevated lanes option minimizes impact to our water quality because it will mean less construction and less concrete over our aquifer and near Lady Bird Lake than if elevated structures were built.

• The 2-lane each direction without elevated lanes option lowers the impact on the natural and human environment because there will be less impact to the park and neighborhoods, less noise pollution, less light pollution and less ascetically unattractive bridges than if elevated structures were built.

• The 2-lane each direction without elevated lanes option will be more likely to be delivered in a timely manner because it requires no right of way be taken from Zilker Park, Lady Bird Lake or Lamar Beach Park. There will also be more support from neighboring cities and residents if elevated structures are not included in the plan.

• The 2-lane each direction without elevated lanes provides toll road users and emergency vehicles plenty of time and ability to safely maneuver and exit downtown. If there is an accident on the elevated portion of the toll lane it could actually make response times slower or impossible for emergency responders as there will be no way to exit the elevated structures until fully descended.
I also support the addition of an 11' multi-use path on the west side of MoPac from Lady Bird Lake to Barton Creek Mall. Instead of the proposed 8' sidewalk, I would like to see an 11' multi-use path that can accommodate both bikes and pedestrians and will connect and seamlessly with Phase III of the MoPac bicycle and Pedestrian project.

Please make sure to fully consider the social, economic, and environmental consequences of building up. Please ensure the plans you choose support our public park land use, green spaces and community values.

(Sent via [redacted])

Honorable Thom Farrell, Mayor, & Members of the Rollingwood City Council

RE: Please take action oppose tolled, elevated lane expansion of Mopac and the connection of South Mopac to Interestate 35

Dear Mayor Farrell and Members of Council:

Please take action to oppose both the expansion of Mopac with tolled and elevated lanes and the connection of South Mopac over to Interstate 35 with the proposed SH 45 SW toll road. With limited access at the south end, Mopac currently serves local commuters. If South Mopac is expanded and connected to I-35, it will be converted from serving local commuters into an alternate I-35 serving long-distance, inter-regional car and truck traffic. This would make traffic on Mopac worse, not better for current Mopac commuters, including Rollingwood residents.

Thank you for your consideration.

Signed:

Printed Name:

Address: [redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Amy Ruffino [redacted]
Sent: Tuesday, November 17, 2015 9:41 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 17, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Amy Ruffino
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 6:55:11 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
christine rufflo
[redacted]
11/21/2015

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 SOUTH
November 16, 2015 at 11:52 AM
[redacted]

Name: Amy Rung

Email Address: [redacted]

Subject: MOPAC/LOOP 1 SOUTH

Message: November 16, 2015

Dear CTRMA Staff and Board Members,

I do not support elevated toll lanes of any kind over Mopac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Zilker Park, Barton Springs & Lady Bird Lake are the reason so many live in Austin. Austin green spaces are what make our city unique & beautiful. Elevated lanes will impact the beauty and increase pollution and noise not to mention they make our city UGLY. We seem to be stuck in the 1980's with the options at hand. Let's protect our beautiful city by engaging innovative thinkers with new ideas you'd expect for a city like Austin.

I request CTRMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review because the project will significantly impact land over the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Barton Springs, Austin High School and City of Austin and City of Rollingwood surrounding neighborhoods.

If one of the choices must be selected, the toll lanes with "2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods. Please ensure the plan you choose supports our public parkland use, green spaces and community values.

I also do not support connecting I-35 to MoPac via 45. Its defeating the purpose of doing the MoPac improvements if you are just creating more traffic including trucks to use MoPac. MoPac was never intended to be another I-35. PLEASE keep the trucks off MoPac.

Sincerely,
Amy Rung
[redacted]

(Sent via

From: Amy Rung
To: [redacted] atomlinson@hntb.com; [redacted] al.alonzi@dot.gov; [redacted] steve.adler@austintexas.gov; delia.garza@austintexas.gov; ora.houston@austintexas.gov; pio.renteria@austintexas.gov; greg.cesar@austintexas.gov; ann.kitchen@austintexas.gov; don.zimmerman@austintexas.gov; leslie.pool@austintexas.gov; ellen.troxclair@austintexas.gov; kathie.tovo@austintexas.gov; sheri.gallo@austintexas.gov; greg.malatek@txdot.go; mayorfarrell@cityofrollingwood.com; Brigid.Shea@traviscountytx.gov; Barbara.Rush@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; administrator@cityofrollingwood.com; sbeal@mobilityauthority.com; spusteinyk@molilityauthority.com; mespinoza@mobilityauthority.com; mheiligenstein@mobilityauthority.com
Subject: MOPAC/LOOP 1 South Public Comment
Date: Monday, November 16, 2015 11:57:34 AM

November 16, 2015

Dear CTRMA Staff and Board Members,

I do not support elevated toll lanes of any kind over Mopac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Zilker Park, Barton Springs & Lady Bird Lake are the reason so many live in Austin. Austin green spaces are what make our city unique & beautiful. Elevated lanes will impact the beauty and increase pollution and noise not to mention they make our city UGLY. We seem to be stuck in the 1980's with the options at hand. Let's protect our beautiful city by engaging innovative thinkers with new ideas you'd expect for a city like Austin.

I request CTRMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review because the project will significantly impact land over the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Barton Springs, Austin High School and City of Austin and City of Rollingwood surrounding neighborhoods.

If one of the choices must be selected, the toll lanes with "2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods. Please ensure the plan you choose supports our public parkland use, green spaces and community values.

I also do not support connecting I-35 to MoPac via 45. Its defeating the purpose of doing the MoPac improvements if you are just creating more traffic including trucks to use MoPac. MoPac was never intended to be another I-35. PLEASE keep the trucks off MoPac.

Sincerely,
Amy Rung
[redacted]

COMMENTS ON VIRTUAL OPEN HOUSE

Pete	Rung	11/16/15	Hi , I am writing this as a concerned Austinite. I strongly disagree with the addition of elevated roadways through Central downtown negatively affecting some of the most unique, important and lifestyle oriented areas Austin has to offer. This includes Zilker, Barton Springs, the Botanical garden, and Lady Bird Lake. The increase of light, noise and air pollution to central austin and areas around are profound. The negative impacts of elevated roadways (IE IH35) are well known and major cities are now removing them (safety during during rain or ice?). Why would we choose to move in this direction? If we must add toll lanes, then the 2 lane option without wish bone lanes is the most appropriate to guarantee access without giving up quality of our beautiful downtown areas. With the profound changes to cars/travel quickly manifesting themselves, elevated highways seem like a solution firmly rooted in 20 to 30 year old thinking. Sincerely, Pete Rung

From: Barbara Rush
Subject: Public Comments DUE Nov. 20th - South MoPac
Date: Wednesday, November 18, 2015 2:42:52 PM

Mopac South Public Comments DUE FRIDAY, NOVEMBER 20

Please take a minute to let your voice be heard on South MoPac project. You can send an email through the KeepMopacLocal.org website.

CTRMA is piecemealing the "Mopac South" project (traffic, environmental impact & costs) into several segments. For example, this study / public comment process is ONLY for the 8 mile segment from Cesar Chavez to Slaughter and does not include the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that will connect Mopac to IH-35... turning it into an IH-35 bypass and adding extra cars, trucks and 18-wheelers daily.

The bottom line is that CTRMA needs to comprehensively study the 18-mile loop as the single project that it is and stop piecemealing the studies as though they don't connect. Austin and Travis County residents deserve the full story!

CTRMA needs to Study All of It, BEFORE Building Any of It.

DID YOU KNOW?

- MoPac South is only the first phase of a massive 14-16 lane freeway/toll road project that will connect MoPac to IH-35, via SW45. *(To be completed in 10 years.*[1] *)*
- When completed it will add extra cars, trucks & 18-wheelers daily on MoPac, turning MoPac into an IH-35 bypass
- The MoPac South Environmental and Traffic Study includes only 8 miles of the 18 mile planned toll road loop and does not include traffic impacts to Austin roads, neighborhoods, businesses, Cesar Chavez, Downtown, Austin High School, Lady Bird Lake, the Butler Hike & Bike Trail, Zilker Park, Barton Springs, the Wildflower Center, Nature Center, air and water quality, etc.
- The double-decker bridge over Lady Bird Lake is still being proposed
- The toll road authority is piecemealing the South MoPac project (traffic/environmental/cost) into several segments (as though it doesn't all connect) and they are NOT conducting a comprehensive study / impact of the full 18-mile toll expansion.
- MoPac toll plan will pave over sensitive watershed and protected lands
- MoPac toll lane fares can cost as much as $13 and higher for a one-way 8 mile trip from Slaughter Lane to Cesar Chavez
- Building 2 toll lanes in each direction on MoPac South will NOT make travel time faster for vehicles on the "free" lanes
- For IH-35 congestion relief, a TxDOT Committee recommends removing the tolls from SH-130, making it the preferred route for interregional traffic from south of Austin to north of Georgetown

[1] *Central Texas Turnpike System Revenue Bonds prospectus dated January 15, 2015 (p. 2.13) "... Phase 2 Project between FM1625 and IH-35, scheduled for completion in 2025."*

Please send in your comment today at KeepMopacLocal.org.

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 5:15:25 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Barbara Rush
[redacted]
11/19/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 1:15:53 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
john russell
[redacted]
11/20/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 11:35:14 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Cyndi Rutherford
[redacted]
11/20/2015

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 SOUTH
November 18, 2015 at 4:41 PM
[redacted]

Name: Katie Ryan

Email Address: [redacted]

Subject: MOPAC/LOOP 1 SOUTH

Message: Dear CTRMA Staff and Board Members,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose support our public parkland use, green spaces and community values.

Sincerely,

Katie Ryan

(Sent via

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): Zach Ryan

ADDRESS: [redacted]

COMMENTS: Good Options, I prefer the 2 lane expressway w/ Elevated Ramps @ Barton Skwy.
I'd prefer to see 3 general purpose lanes through the 71/290 interchange.

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

☐ I am employed by TxDOT

☒ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

[redacted]

282 Beths.

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

Marie Saba

MARIE SABA [redacted]

Printed Name Address

Additional Comments:

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 12, 2015 7:40:16 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Jon Samuelson
[redacted]
11/12/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, October 22, 2015 4:20:14 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Evelise Sandidge
[redacted]
10/22/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 6:00:16 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Evelise sandidge
[redacted]
11/18/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 3:50:24 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Sonia Santana
[redacted]
11/20/2015

November 20, 2015

Central Texas Regional Mobility Authority
C/o MoPac South Environmental Study
3300 North I-35
Austin, Texas 78705

Re: Comments to be considered and entered into the official public record of public comments associated with the November 10th, 2015 "Open House" on the proposed MoPac South toll project and the six variations of toll lane options proposed for consideration; we choose "None of the above" (which is not the same as "do nothing")

Via Hand-Delivery to CTRMA offices

Dear CTRMA and TxDOT Officials and Project Manager:

Please consider and include in the official public comment record associated with the November 10th, 2015 "Open House," scheduled to run through today, November 20th, these comments on behalf of Save Our Springs Alliance and the enclosed individual comments and petition signatures from hundreds of individuals from across the region.

Attachment A consists of a list of 115 individuals who wrote hand-written letters of public comment for the record in this matter at a community forum held November 9th, 2015 at Austin High School, together with the originals of those letters.

Attachment B is a list of 531 individuals (377 plus 154) who sent messages into the public record by way of emails sent through the Keep MoPac Local website. Those emails should have been received into the official public record, as addressed to both CTRMA board members and CTRMA Executive Director Mike Heiligenstein. If those emails have not shown up in the public record, the only explanation would be that they were improperly blocked and incorrectly labelled as "spam" and they would be found in the CTRMA's spam catcher folder. If this happened, please retrieve them and consider and include them in the official record. Additional emails will likely be received by CTRMA through the Keep MoPac Local email action page before the comment period closes at midnight on the evening of November 20th, however this is the list of those that should have been received by CTRMA as of about 3:00 p.m. on November 20th.

Attachment C consists of four pages of petition signatures from 32 individuals that include the following message:

To TxDOT, CTRMA, Travis County, City of Austin, and Local Officials:

1. Tell the truth – Study the whole proposed MoPac expansion/SH 45 SW toll loop as a loop project before building any of it
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW
3. Any MoPac expansion should be non-tolled and limited, without double decker flyovers through West Austin and Zilker Park, and over Lady Bird Lake and Austin High School
4. Make the SH 130 bypass free and route I-35 through traffic to SH 130 as originally intended rather than convert MoPac into a second I-35 through Austin.

November 2015

Attachment D contains resolutions from the Old West Austin, Deer Park, Maple Run, Travis Country, and West Austin Neighborhood Group neighborhood and homeowners associations.

SOS Comments

A. Our overall SOS Alliance comment is that we choose "none of the above" options presented – neither the six toll lane options nor the "do nothing" no-build option. This list excludes the most effective, efficient, affordable, equitable, and environmentally sound alternatives available to improve traffic flow on MoPac and, in the larger context, improve north-south mobility between Hays County and central Austin and points north of central Austin.

B. We call for a comprehensive study of the likely impacts of and alternatives to the real project – the construction of a MoPac South/SH 45 SW toll project from FM 1626 to Cesar Chavez (or alternatively from I-35 to Cesar Chavez) and for an end to the improperly segmented and piecemeal approach currently being pursued. The SH 45 SW SW Phase I, MoPac Intersections, and MoPac South projects are not stand-alone, independent projects as that term is recognized under the National Environmental Policy Act (NEPA). They are one, single project or endeavor which must be studied together in one environmental impact statement before any piece of this project can be built. These pieces are so closely connected that studying them separately and independently as if the others do not exist, and making a "no significant impact" determination on each separate piece cannot be supported by common sense, responsible planning, or applicable law.

The segmentation approach violates at a fundamental level the core of NEPA calling for consideration of alternatives. The current, segmented approach avoids ever asking the real question that should be considered by TxDOT, CTRMA, CAMPO, local governments and the community at a large through the mandated NEPA process: what alternatives will improve north-south mobility between Hays County and central Austin and points north of central Austin? Instead, CTRMA and TxDOT have only asked the questions that, to a great degree, answer themselves: "How to move cars between FM 1626 and South MoPac?; how to move more cars (from the SH 45 SW Phase I project) from the south end of MoPac to north of Slaughter?; How to move (some small fraction of) of traffic "reliably" from north of Slaughter Lane to Cesar Chavez?) When the wrong questions are asked, the wrong answers follow.

C. The sequencing is backward. Even if the three segments currently being pursued made some sort of sense as a useful investment of limited transportation dollars, building SH 45 SW Phase I first makes no sense at all. The CAMPO/CTRMA/TxDOT traffic studies all show that 45SW Phase I will deliver many thousands of more cars onto South MoPac. Doing this before the LaCrosse and Slaughter intersections are upgraded to handle this enormous increase of high-speed traffic will make traffic much worse. Similarly, building 45SW Phase I before MoPac South improvements are in place to manage the increased 45 SW traffic will only make the currently congested MoPac South even worse. How to move traffic across Lady Bird Lake and from MoPac all the way in to downtown, must be figured out and implemented first before expanding the South MoPac traffic-shed by extend South MoPac to the just-now-expanded FM 1626.

D. We call for an honest, impartial broker in choosing and analyzing the options for improving north-south mobility between Hays County and central Austin and points north of central Austin. CTRMA cannot serve this role given its track record of producing unreliable, biased information and their financial imperative to build projects that feed more toll paying revenue onto their existing partially debt-financed, toll funded projects and their other proposed projects that will also be partially debt-financed and toll funded. CAMPO, TxDOT, or, preferably, a shared effort of the City of Austin, Travis County, CapMetro, and the Rocky Mountain Institute's Austin transportation project should be assigned the role of presenting and analyzing two or more non-tolled "shared solution" alternatives that combine the best of innovative, affordable, and equitable solutions for moving people (not just cars) from Hays county to central Austin and points to the north.

E. We call for honest, informed, and transparent analysis – in short, science, facts, and engineering, not the sales pitch that the community has been presented in lieu of the quality, reliable and current information that is required by NEPA.

Studies belatedly released by CTRMA on the effects of the proposed MoPac South toll lanes on traffic in downtown and Cesar Chavez as well as the Stantec April 2015 study on potential traffic impacts on MoPac from building SH 45 SW Phases I and II have been edited, or scrubbed, to hide the raw data and to hide changes in traffic patterns from current conditions. For example, the Center for Transportation

Research report only compares projected 2020 traffic times and overall comparative volumes between the various toll options and the "no build." It does not show changes for 2020 or any other years on traffic counts, traffic patterns, or time of travel as compared to current conditions. The methods are obscured so that it is impossible for interested members of the public, including those with expertise, to "check the work" of CTRMA's consultants. By comparing everything to the false choice of "do nothing," then the tolled options look good; if compared to other, better, more affordable options that are not designed to make CTRMA money and serve only wealthy, long-distance commuters, these options would look terrible as public investments.

A similar huge omission is how the official public information presented by CTRMA can assert that it is only slightly more expensive to build two toll lanes in each direction than to build one lane in each direction, when building one lane each way can be squeezed onto much of the existing roadway pavement and bridges, while squeezing two lanes each way is impossible.

TxDOT is moving to squeeze additional "managed lanes" onto the existing pavement and bridges on I-35, but somehow that is not an option for MoPac? This makes no sense, and is yet another example of CTRMA and TxDOT presenting unsubstantiated information designed to support the desired outcome of a larger, two-lanes each way outcome.

F. We call for a full NEPA-compliant Environmental Impact Statement, not the contemplated, short-form "Environmental Assessment" and unsupportable "Finding of No Significant Impact" current being pursued for the "MoPac Intersections" and "MoPac South" segments. Similarly, the deficient "state" EIS on SH 45 SW Phase I that is still undergoing reevaluation by TxDOT and CTRMA reached conclusions of no or minimal impacts where such conclusions were not supported with either a segment-specific focus on SH 45 SW or with the missing consideration of the impacts of the larger project and related and connecting projects.

G. Besides making the process honest, please follow multiple Congressional mandates to streamline the NEPA review process and environmental compliance by undertaking one comprehensive study instead of multiple, piecemeal studies. By breaking the MoPac/SH 45 SW partially tolled loop into four, artificially segmented pieces, CTRMA and TxDOT are forced to undertake (and drag the public through) four separate, expensive, and time consuming NEPA processes as well as four separate Endangered Species Act and Transportation Act Section 4(f) compliance procedures. This violates both NEPA and multiple congressional mandates that call for streamlining the NEPA and environmental compliance process. The piecemeal and segmented approach is made even worse when viewing the connected and related projects that TxDOT and CTRMA are simultaneously and actively pursuing in the Barton Springs Edwards Aquifer watershed. These include, most notably, the misnamed "Oak Hill Parkway" toll expansion of US 290 and SH 71 and the US 290/Loop 360 projects. A comprehensive EIS is required for the 45 SW/MoPac tolled project and a programmatic EIS approach is required in advance of any of these

projects moving forward, including specifically the $100 million SH 45 SW Phase I project for all projects located in the watershed for Barton Springs and Texas most vulnerable major aquifer.

H. Please use both current information and accurate information. To date, much of the traffic and related information presented on the 45 SW Phase I, MoPac Intersections, and MoPac South projects has been based on older information, including but not limited to the CAMPO 2035 plan and the CAMPO 2035 plan traffic model. The analysis, in all aspects, should use current information as well as reliable information. Traffic analysis should be based on the 2040 plan and the CAMP) 2040 model, adjusted for the "true plan" as told to Wall Street in the January 2015 bond prospectus for the Central Texas Turnpike System as it pertains to the plans of TxDOT and CTRMA to complete the SH 45 SW Phase II extension to Interstate 35 by 2025. The studies, while including CAMPO 2040 plan information and assumptions should also include more realistic population, employment, and households projections for the southwest Travis and Hays county regions along and southwest of the 45 SW/MoPac South project. The 2040 CAMPO plan unfortunately turned more than 40 years of local planning upside down, shifting a massive amount of projected population and employment growth from preferred growth areas along and east of I-35 to areas west of I-35 and west of South MoPac, where water, environmental and cost constraints as well as large swaths of protected lands make such development highly unlikely, if not impossible, in addition to being unwanted and harmful. Traffic analyses and projected growth should reflect both historic trends and existing constraints rather than political choices of wanting a lot more growth by a majority on the CAMPO board regardless of whether that growth is remotely likely to occur.

Recently produced exhibits for the MoPac South project incorporate updated traffic data, included "Bluetooth" data to measure time of travel on MoPac South and, using this data, to predict future time of travel during morning and afternoon peak periods. This data is compromised due to the traffic slow downs on South MoPac caused by the toll lane construction on MoPac from Cesar Chavez north. CTRMA should not be portraying the congestion their own construction projects cause as a "baseline" and justification for the proposed toll lane construction on MoPac South.

The analysis should also consider recent trends towards driving less, including showing recent traffic counts at key locations and overall trends in both total vehicle miles travelled in the region and per capita vehicle miles travelled in the project area.

Similarly, in the realm of analyzing likely water quality and flooding impacts and effects on endangered species CTRMA and TxDOT should incorporate (rather than ignore) the science provided in formal comments to the SH 45 SW Phase I state draft EIS by SOS Alliance, City of Austin, U.S. Fish & Wildlife Service, and Texas Parks & Wildlife Department. Much of that science was ignored in favor of "technical reports" written to ignore the best available science and to twist available information to support unsupportable conclusion of no or no significant impacts on water and wildlife resources. This current and accurate information would also include the recent discovery of an endangered Barton Springs salamander in a well near the

proposed northeast end of 45SW Phase I and the previously known localities near the other end of the proposed 45SW Phase I and just east of the MoPac Intersections project near Bowie High School.

Reliable and accurate information would also include information on cumulative impacts of noise, air, and visual pollution to adjacent neighborhoods, parks, and schools, and the Lady Bird Johns Wildflower Center and indirect and cumulative effects (including analysis of induced growth using current information and best practices to predict induced growth and induced traffic rather than pretend these effects will not exist because CTRMA can find a local professional planner to say they won't exist).

I. Please recognize and faithfully comply with applicable Executive Orders on differential effects of federal projects on minorities and low-income residents. The proportion of benefit which people of different income status receive from toll roads depends to some extent on how these roads are financed and how the revenue from tolls is used. Since most tolls are paid by people with medium to high incomes, the cost burden for financing toll roads often rests largely on the well-off (Schweitzer). Here, however, the Austin area toll roads are heavily subsidized by tax dollars. For example, CTRMA Executive Director Mike Heiligenstein has estimated that SH 45 SW Phase I will be paid half with debt backed by future toll collections and half by tax dollars. Free roads are primarily financed by gas taxes which are considered regressive taxes since money spent on gasoline is a larger portion of the spending of lower income people (Schweitzer). Thus, tolls, on the surface, can be a progressive, rather than regressive, way of financing roads, but this concept shifts where taxes subsidize the toll lanes. Additionally, revenue from tolls could be used to fund public transportation projects which could benefit those in lower income brackets (Schweitzer). However, although this use of toll revenue is a possibility, it should by no means be expected; it illustrates that tolls can be used as a means of redistributing resources to lower income families and commuters although this is seldom the case.

The secondary effects of toll roads often fall disproportionately on to lower income residents and commuters. While one of the benefits of toll roads is that they can have less traffic than free roads, the traffic which they discourage will usually be diverted onto other roads and cause worse congestion there (Swan). This increased congestion of other roads increases wear, decreases safety (Swan), increases travel time, and moves the pollution from traffic from the tolled roads to these roads. In effect, the way in which toll roads increase their own quality of transportation is by pushing these transportation problems elsewhere. Since the roads which receive the brunt of the traffic diversions from toll roads are more traveled by those with lower incomes, these problems are pushed away from people with higher incomes towards people with lower incomes creating problems of environmental justice and social exclusion.

Toll roads also cost more to build than free roads, and this additional cost can mean that less money can be spent on socially beneficial projects and programs. Operating and maintaining toll roads is more expensive than for free roads because toll roads have additional costs associated with collecting fees and are often financed through

private companies which charge higher interest rates (TexPIRG). While CTRMA is not a private company, its debt offerings, made at just below "junk" status, add considerable interest costs as compared to more traditional "pay as you go" road building. In particular, if a private company is responsible for operating the toll road, it will focus on maximizing revenue off the road instead of maximizing profit which takes into account the cost of wear and tear on the road and the effects on other roads (Swan). CTRMA will have a similar incentive to adjust the variable tolling in ways that will maximize revenue rather than maximize the public benefit to all commuters. In order to compete with free roads, toll roads need a larger capacity than the amount of cars they will actually attract and to be higher quality than free roads (or conversely, free roads need to be lower quality) which increases the cost of toll roads compared to free roads (Hall).

CTRMA will actually make more money on the proposed variable toll lanes the worse traffic gets on the free MoPac lanes and on alternative routes (Lamar, South First, Brodie, Congress, I-35, among others). The environmental studies must address these issues honestly and head on, rather than pretend they do not exist.

On another note, toll roads compromise privacy by tracking the people's cars through the system for the sake of providing an accurate fee (Swan).

When reading studies and literature on the social impacts of toll roads, it is important to remember that many of these papers assume that additional roads or lanes are needed or wanted and then base their claims off the scenarios for building the road or lanes. These papers use construction of the road as a baseline and then evaluate environmental justice, social exclusion, and tax incidence issues from this baseline. If a "no-build" scenario is used as a baseline, then different conclusions could be drawn about the impact of toll roads on these issues.

References for the above paragraphs:

Hall, Jerry and Loretta Hall. "The Adobe Tower." This is the fifth in a series of articles tracing the development of the Interstate Highway System. http://www.unm.edu/~jerome/AdobeTower5.pdf

Schweitzer, Lisa. "The Empirical Research on the Social Equity of Gas Taxes, Emissions Fees, and Congestion Charges." Paper prepared for the Committee on the Equity Implications of Evolving Transportation Finance Mechanisms Transportation Research Board. 2009. http://onlinepubs.trb.org/onlinepubs/sr/sr303Schweitzer.pdf.

Swan, Peter F. and Michael H. Belzer. "Empirical Evidence of Toll Road Traffic Diversion and Implications for Highway Infrastructure Privatization." 2007. http://www.tollfreeinterstates.com/sites/default/files/Empirical%20Evidence%20of%20Toll%20Road%20Traffic%20Diversion.pdf.

TexPIRG. "Texas' misplaced priorities: $350 million subsidy to private toll road benefiting ExxonMobil." 2011. http://www.texpirg.org/news/txp_texas%E2%80%99-misplaced-priorities-350-million-subsidy-private-toll-road-benefiting-exxonmobil.

J. Converting a lane each way to rush hour HOV lanes should be a top priority action, taken immediately with a few dollars, and supported by one or more park and rides. TxDOT and the Texas Transportation Institute have shown that over 40 miles of HOV lanes in the Dallas area function very well to use pavement more efficiently. See the TTI study summary here: http://d2dtl5nnlpfr0r.cloudfront.net/tti.tamu.edu/documents/7-4961-S.pdf. The potential for reversible lanes (HOV and general purpose) should also be evaluated.

K. The purpose and need statement is improperly narrow, excluding and prejudicing alternatives that will deliver more traffic congestion relief and more safety benefits than the proposed toll options. In general, the environmental study should be expanded to reflect the Context Sensitive Solutions (CSS) goals. The current purpose and need are framed too narrowly, resulting in proposed alternatives that are very similar in nature and are not representative of a meaningful set of alternatives as required by NEPA. Instead of only adding variable tolled express lanes, the environmental study should also consider an alternative, or alternatives, that include non-tolled lanes and mass transit options. Finally, the environmental study process should include consideration of cumulative and indirect effects from related projects and induced growth.

The Central Texas Regional Mobility Authority (CTRMA) was created to build toll roads, although they have authority to do other kinds of transportation projects. Having the toll road agency manage the MoPac South environmental study is not compliant with the purpose of NEPA to meaningfully consider alternatives because the agency's obvious preferred alternative is and will be toll roads in each case. TxDOT should assign the studies to CAMPO, or the City of Austin, or prepare the NEPA documents itself. CTRMA's obvious bias translating into unreliable information; sales pitch, not science or evidence.

1. The purpose and needs are framed too narrowly, and the alternatives chosen for further study do not advance the broader purpose and need.

The MoPac South segment's stated purposes are to: (1) provide an opportunity for reliable travel times; (2) improve operational efficiency; (3) create a dependable and consistent route for transit; and (4) facilitate reliable emergency response.

CTRMA characterizes the needs for the project in terms of problems the project is trying to address, which CTRMA states as being that: (a) current congestion levels are creating unreliable travel times; (b) the total population of Travis and Hays County is expected to increase 98% by 2040; (c) emergency response times are impacted by traffic congestion; and (e) if we do nothing, it could take an additional 35 minutes to drive from Cesar Chavez to Slaughter Lane in 2035.

SOS Alliance takes issue with various aspects of CTRMA's characterization of these purposes and needs, as well as the ability of the proposed alternatives to meet them. The overarching concern is that the project's stated purpose and needs are too narrowly defined to

result in only alternatives that involve toll roads using variable pricing, in violation of NEPA's requirement to meaningfully consider alternatives.

"Reliable travel times" is too narrowly tailored in violation of NEPA. The website states that one project "need" or problem to be addressed is "current congestion levels creating unreliable travel times." The counterpart project purpose is to "provide an opportunity for reliable travel times." Framing the purpose and need in this way precludes considering non-tolled alternatives. Although not explained on the website, CTRMA has in other contexts claimed "reliable travel times" (or a similar term) as an outcome of using variable toll pricing.[1] That is, by adjusting the price upward or downward, CTRMA claims it can guarantee a travel time for a particular route. Because traffic demand fluctuates, the argument goes, the only way "reliability" can be achieved is through the use of variable toll pricing. **Thus, "reliable travel times" is (at least in theory) a *result* of the proposed alternatives (which are all tolled), not a *need* or problem to be solved, and certainly not a purpose for any project except variable tolled lanes.** The need is to relieve congestion and move large amounts of people in a reasonable time, which could be addressed in a number of ways. In contrast, reliable connectivity is tied to one specific toll-pricing policy. In effect, CTRMA reverse engineered the "need" by looking at what the proposed alternatives would do. This is not permissible under NEPA.

Furthermore, the alternatives chosen for further study do not even solve the problem of congestion. To the contrary, tolling makes congestion worse. Congestion management is a worthy purpose, but it will not be achieved with the proposed alternatives, especially in the long-term. Providing more capacity for personal vehicles will, at most, provide short-term congestion management. As TxDOT acknowledges, "it is increasingly clear that we cannot build our way out of congestion." TxDOT 2015-2019 Strategic Plan. By building projects that encourage use of single-occupancy vehicles, CTRMA is ensuring that as population increases, congestion will again become a problem. Variable toll-pricing may help keep the new lanes relatively uncongested, but with price based on demand, the toll fees will soon become out of reach for the average Austin-area resident. CTRMA should explore alternatives that would discourage the use of single-occupancy vehicles and also promote fairness and equity, such as mass transit.

The stated purpose to "create a dependable and consistent route for transit" also unreasonably limits alternatives. By using the term "dependable and consistent," CTRMA is again implicating the need for managed lanes that are regulated through variable tolling. However, there are options available for increasing transit's dependability, such as dedicated bus lanes. CTRMA officials have said at public meetings that they are working with Capital Metro to determine possible places for park and rides along MoPac South. This process needs to be inclusive to ensure that any such infrastructure provides practical and attractive options for commuters. CTRMA should work with and really listen to the citizens who live, work, and attend school in the area to identify viable alternatives to personal vehicles.

SOS Alliance recognizes that buses would be able to use the tolled roads for free, but it is questionable how this will have a practical effect on use of public transit on MoPac. Currently, only one bus uses South MoPac, and it enters the highway at William Cannon and exits Cesar

[1] *See* MoPac Improvement Project website, where CTRMA states: "[t]o ensure the Express Lanes remain free flowing, variable tolls are used to manage the number of vehicles entering the lanes at any given time." *Available at* http://www.mopacexpress.com/express-lanes/pricing-101.php#sthash.jB998GZV.dpuf.

Chavez. Based on the route and configurations of the proposed alternatives, it is not clear the bus would even be able to access the Express Lanes, nor use the "direct connectors." Thus, the bus would be stuck with all the other express-lane traffic dumping onto the already at-capacity Cesar Chavez, negating any "dependability and consistency" created by the express lanes. Otherwise, the bus's next opportunity to exit is FM 2222, bypassing downtown and a large chunk of the Austin business district where most commuters are headed. Thus, the utility of the express lanes for buses is questionable at best, and the proposed alternatives would likely not enhance dependability and consistency of transit. Without park and rides, and a source of funding and commitment to expanded, reliable bus service, the reference to bus service is little more than red herring designed to distract from the fact that the propose variable tolls do far more harm than good to everyone except for the few people who can afford to pay and who have access to the toll lanes.

The alternatives will not necessarily improve emergency response. The project's stated purpose is to "facilitate reliable emergency response," in reaction to the problem of having "emergency response [being] impacted by traffic congestion." First, this problem is overstated. Emergency vehicles can currently use the shoulder to bypass congestion, and emergency vehicles are not often travelling far distances—generally not the distances between proposed express lane entrances and exits. Thus, it is unclear how useful express lanes would be for emergency vehicles, and building them is not justified on the basis that it will improve emergency response time. The information presented by CTRMA at the Open House makes clear that congestion will get much WORSE, not better, than current conditions for the free lanes.

Furthermore, by using the term "reliable," CTRMA implicates the "need" for "reliable travel times" discussed above. By framing the problem in this way, CTRMA impermissibly narrows the range of alternatives that could solve this problem, because according to CTRMA, only variable toll pricing accomplishes the goal of "reliability" that is allegedly lacking for emergency vehicles. This framing also bolsters support for CTRMA's preferred alternative (as indicated in its first unveiling of the project plans) to have two lanes going each way. CTRMA will try to say one express lane each way will not help emergency vehicles because they could get stuck if only one express lane is available. But this ignores the fact that cars must pull over to the shoulder to let emergency vehicles pass if possible, and if that's not possible, then emergency vehicles can use the shoulder to get around congestion. And as mentioned above, for the project to provide such reliability to emergency vehicles, the emergency vehicles must make use of the tollway from a designated entrance to a designated exit, a dubious assumption.

The stated purposes and needs all center on moving cars faster in the toll lanes and do not include the Context Sensitive Solutions (CSS). According to the MoPac South project website: "As part of the MoPac South Environmental Study, we have and will continue to engage stakeholders in a Context Sensitive Solutions (CSS) process." CSS is an approach that is designed to lead to "preserving and enhancing scenic, aesthetic, historic, community and environmental resources, while improving or maintaining safety, mobility, and infrastructure conditions."

Constructing more bridges and pavement through the heart of Zilker Park and the Edwards Aquifer/Barton Springs recharge zone—as each of the proposed alternatives would do—gives

absolutely no deference to these important community values. Rather, the current purposes and needs, and the resulting alternatives, are weighted heavily in favor of moving mass amounts of personal vehicles at a cost to local scenic, aesthetic, historic, and environmental resources. Slapping on some public heart and adding some pretty landscaping does nothing to make up for the aesthetic and water quality degradation from concrete pylons and increased impervious cover.

2. CTRMA should consider more conservative growth projections.

The project website states as problems that: "The total population of Travis and Hays Counties is expected to increase 98% by 2040," and "[i]f we do nothing, it could take an additional 35 minutes to drive from Cesar Chavez Street to Slaughter Lane in 2035." Both statements are attributed to CAMPO's modeling in the 2040 Plan. CTRMA's reliance on CAMPO's growth projections is in error because these projections do not take into account realistic limits to growth. Moreover, CAMPO's and travel demand model does not account for human behavior. Before traffic slows down to the predicted rate, it is likely that people would find an alternative route.

Also, the 98% growth predicted, even if it happened, does not mean that 98% more cars would use MoPac South. Many Hays County residents would stay in Hays County, and much of Travis County's growth would occur in the northern and eastern parts of the County. CTRMA should use a more accurate model to honestly represent predictions to the public, rather than using inflated hyperbolic traffic scenarios to scare residents into paving and building over the natural and historic beauty of Lady Bird Lake and Zilker Park.

CTRMA should also take into account existing factors that will limit growth and development in Travis and Hays County – limits such as water supply, the environmentally-sensitive nature of the area and applicable regulatory framework. The comprehensive plans of the City of Austin (Imagine Austin) and Travis County (Land, Water & Transportation Plan) encourage new growth to be more compact and connected, rather than sprawling in nature. Much of the land southwest of MoPac will remain undeveloped as it is Austin-owned Water Quality Protection Land. Together, these factors would predict a slower rate of growth in traffic on MoPac South than the project website. CTRMA should provide an alternative that accounts for more conservative growth projects.

That is not to say that we advocate for the "No Build" scenario. In fact, SOS Alliance supports expanding MoPac's capacity – making better use of the existing pavement.

In conclusion, the current piecemeal approach should be scrapped in favor of a single, more honest and more efficient study of the entire SH 45 SW/MoPac South expansion loop project. This is the only way to consider alternatives and cumulative impacts in a meaningful way.

Thank you for your consideration.

Sincerely,

Bill Bunch
Executive Director
Save Our Springs Alliance

Kelly Davis
Staff Attorney
Save Our Springs Alliance

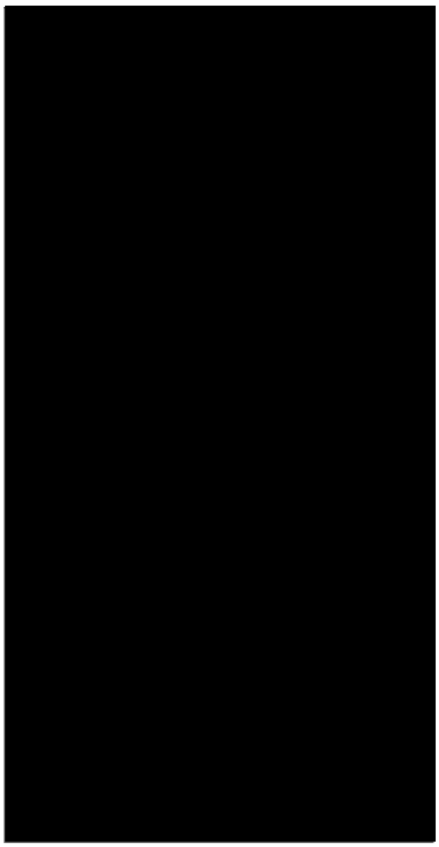
Attachment A
- SOS Alliance Comment

Name	Email
Macy Holderness	[redacted]
Lauren Datres	
Marion Mlotok	
Patricia Schaub	
Brigid Shea	
Becca Gallogly	
Heidi Gibbons	
Karen Aroian	
Steven Ascherl	
Melissa Morrow	
Mary Ellen Mayer	
Julie Remington	
Dianne Pingree	
Ann Denkler	
Shirley Weiler	
Monica Mueller	
Claudia Corum	
Margot Clark	
Judith Knoll	
Lark Weller	
Lorn MacDougal	
Ed Wallace	
Betty Dickson	
Julia Heskett	
Mary Beth Maher	
Maryellen Bartosh	
Ken Bartosh	
Karen S. Miller	
Sara Davis	
Leila Levinson	
Susan Marone	
Kim Dean	
Brenda McGahagin	
Ralph McGahagin	
Susan Pascoe	
Neil Pascoe	
LeaAnn Durand	
Summer Youngblood	
Lauren Cresswell	
Nancy Bessent	
Kathy Doyle	
Monroe Talley	
Sue B. Roberts	
Nancy Simons	
Rob McIntire	
Yunuen Alvarado	

James M. Simons
Tracy DiLeo
Bezanson Elizabeth
Elizabeth Kalbacher
Dave Sullivan
David Race
Girard Kinney
Lynn R. Langley
Jennifer Jones
Stuart Werbner
Brian Rodgers
Mona Mehdy
Mike Powers
Robert Corbin
Janice Goodspeed
Mike Thompson
Karen Blizzard
Brenda Bellocchio
Hannah Cofer
Hill Abell
Dick Kallerman
Joanne Day
Nick Constant
Gail Rothe
Louise Eidbo
Julie Ballard
Steve McMillen
Heyden Walker
Ellen Jefferson
Amanda Moore
Mary Freytag
Karen Kelly
Lori McClure
Gioconda Bellonci
Thomas Thayer
Tracy Thomas
Jay Thomas
Kim Mosley
Edwin Williams
Jeff Jack
David Foster
C.L. McDonald
Barbara M. Myers
Michael Charlesworth
Linda Moore
Jen Beall
Karen Kreps

[redacted]

Pete Fredriksen
Linda Rivera
Beatriz Mejia
Kim Reese
Caleko Short
Luke Wright
Nick Schatz
Richard Maners
Pat Bulla
Dale Bulla
Ashley Unbehagen
Sara Marler
Ross Quade
Adrian Helen
Kelly Davis
Lauren Ice
Josh Vincent
Virginia Palmer
Richard Craig
Natalie Regennitter
Betty Weed
Kevin Keim



Attachment B

relayaction_firstname	relayaction_lastname	relayaction_email
Leana	Layton	[redacted]
George	Lange	
Alex	Doherty	
Jennifer	Van Gilder	
Christiano	prado	
Lisa	Maxwell	
Ryan	Steans	
Marcia	Houston	
Mary Alice	Appleman	
Donald	McClure	
Ana	Lois-Borzi	
Becky	Shaheen	
Stefano	Pietri	
Lenore	Avant	
Sarah	Pratz	
Barbara	Pike Pratz	
Laura	Mordecai	
patricia	berzon	
alex	hendrex	
Randy	Howard	
Travis	Robinett	
Mark	Barta	
Christopher	Dowling	
Molly	Sheehan	
Laurie	Coffin	
Sarah	Ramos	
Heather	Kelley	
Devon	Ponds	
Chris	Gerben	
Robbie	Lueth	
Mary	Carson-Coe	
Erika	Smith	
john	russell	
Howie	Richey	
Hannah	Huckaby	
Patricia	Laurora	
Robin	Sherwin	
Patricia	Rosenblad	
Scott	Allen	
DAVID	HIXON	
Maureen	Adaur MD	
Thomas	Cook	
Mary	Owens	
Robin	Shepperd	
Rick	Greiner	
Amanda	Moore	

Gail	Coffee	[redacted]
Daina	Holliday	
Heyden	Walker	
Clare	Hudspeth	
David	King	
Billy	Weaver	
Sandra	Guardado	
Hunter	Gardner	
Arye	Shapiro	
Wendy	Todd	
R.B.	Mann	
Linda	McDaniel	
Nancy	Millard	
Devkirn	Khalsa	
Nell	Penridge	
Roger	Baker	
Nora	Mullarkey Miller	
Sara	Davis	
Gray	Godwin	
Amelia	Cobb	
Kelly	Tagle	
Lucy	Joyce	
Liz	Lawrence	
Cyndi	Rutherford	
Glenda	Embree	
Gail	Fisher	
Damon	Brinson	
Sunshine	Williams	
Mike	Dempsey	
Erin	Dempsey	
George	Godwin	
Barbara	Barry	
Samantha	Young	
Crispin	Richey	
Mary Pat	Waldron	
Carmen	Sutherland	
Kristina	Baehr	
Mele	Juillerat	
Christi	Buerger	
Nanci	Kehoe	
Dyson	Mary	
Doug	Fierro	
Louis	Mestier	
Sterling	Smith	
Jill	Hall	
Tracey	Rogers	
Golden	Powell	

negar	eslami	[redacted]
Claudia	Corum	
Chong	Shin	
Jon	Luckstead	
Jon	Luckstead	
Patrick	Pease	
Paulette	Gravois	
Catherine	Tabor	
Texans	AgainstTolls	
Dr. T. H.	Anderson	
George	Eliot	
Chloe	Sofikitis	
Louise	Albers	
Jason	Reneau	
Mr. J B	Hornet	
Linda	Holder	
Margaret	Holder	
Hester	Pollard	
Tommy	Anderson	
Paul	DeGroot	
Freeman	Handee	
Mary	Anderson	
Anne Marie	Gonin	
Ben	Greene	
MM	Holder	
Kate	Greene	
Pam	Dickinson	
Liz	Murphy	
Bruce	Burton	
Nicole	Dunaway	
Ami	Patel	
Kathrin	Brewer	
Mary Beth	Maher	
Susan	Crossland	
Marion	Alsup	
Peggy	Johnston	
Lauren	Pascale	
Annalisa	Latas	
Veronica	Barrio	
Carol	King	
Kerry	ridley	
f	rinehart	
Doreene	Castro	
Mary	Damron	
Barbara	Rush	
Karen	Larson	
Chip	Rosenthal	

Mary	Standifer	[redacted]
Martha	Rogers	
Jane	Gilley	
Carolyn	Fleming	
Gary	Zelazny	
Kelley	Jones	
Amanda	Clements	
Sally	Van Sickle	
Sidney	Cameron	
Janice	Goodspeed	
Blake	Shores	
Carol Lynne	Smith	
jinee	rizzo	
jackie	stone	
Susan	Sharp	
Stephanie	Anderson	
Adrian	Helen	
Linda	Team	
Jayme	Nelson	
SANDRA	GREGOR	
Claire	McKay	
Jennifer	Marsh	
Rachit	Thakkar	
Urmi	Shanghvi	
jaclyn	vay	
Kera	Martin	
Chaille	Stidham	
Charles	Irwin	
Bryan	Bayerdorffer	
Sarah Gail	Wright	
Gloria	Lee	
M	Blockley	
Mary	Arnold	
Michael	OHara	
Rebecca	Fox	
Leslie	Christensen	
Matthew	Caldwell	
Matt	Otto	
mary	barnett	
Bruce	Ravenscraft	
charlyne	cooper	
Steve	Sivley	
Gretchen	Lara Shartle	
robert	corbin	
Karen	Farabee	
Ted	Melina Raab	
Terry	Walch	

Julia	Brantley	[redacted]
Leila	Levinson	
Stephen L.	Clark	
Bill	Meacham	
Andrew	Katsetos	
John	Large	
betty	loveless	
cc	Mullen	
Sue	Roberts	
Daniela	Nunez	
Abbe	Waldman	
Julie	Ziegelman	
Maxine	Missios	
Suzanne	Van Hoorn	
Susan	Morrison	
Ave	Bonar	
Donna	Hoffman	
joan	goldsmith	
CURTIS	GRACE	
Ren	Crochet	
L	Dougherty	
Janice	Leoshko	
Ashley	Unbehagen	
Louis	Shocket	
Dale	Weisman	
Michael	Polacheck	
Clarissa	Reburn	
Mihran	Aroian	
Greig	Waddell	
Alexis	Webster	
RUTH	DAWSON	
Charles	McNair	
Terry	Horton	
Stephanie	Falck	
Eva	Winters	
Paula	Beaird	
Raul	Gonzalez	
Joan	James	
Jolene	Ross	
Kerri	Welch	
William	Nemir	
Jeff	Kessel	
Barbara	Strecker	
Stanley	Cavitt	
Jola	Edwards	
Sue	Bires	
Stuart	Werbner	

Jennifer	Voss	[redacted]
Sharon	Brown	
Ruth	Sullivan	
Margaret	Ayer	
Lorraine	DeHaas	
DR Maria-Luisa	Urdaneta	
Robert	Stephenson	
Lance	Schriner	
Elaine	Tankard	
Christine	Hawkes	
Robin	McMillion	
Robert	James	
Janet	Palmer	
Chris	Kuykendall	
Linda	Newland	
Laura	Wilkinson	
Jean	Stevens	
Ronald	Newland	
Deborah	Meleski	
jed	mccuistion	
Marilyn	Mock	
ANN	RIDDEL	
David	Rhoads	
John	Ritts	
Diane	Graves	
Elizabeth	Banner	
Matt	Williams	
Charlotte	Boyle	
Laura	Stager	
Elizabeth	Whitlow	
Eunice	Jozwiak	
Shaya	Zucker	
Tim	Moore	
Brent	Douglass	
Julie	Douglass	
Irene	Pickhardt	
David	Race	
Bill	Holt	
Mary Judith	Infante	
Susie	Blagdan	
Helen	Okrina	
Kathleen	Waits	
Rob	Fortenberry	
Sharon	Gillespie	
Judith	Haller	
Alma	Scott	
Robin	Reed	

Carolyn	Goldston	[redacted]
Lou	Lane	
Rick	Triplett	
Chip	Bray	
Ken	Ripperger-Suhler	
Jane	Baxter Lynn	
gayle	goff	
Robert	Morrow	
John	Ribble	
Evelise	sandidge	
Kenneth	Zaslow	
Ray	Reece	
James	Spindlet	
Aamer	Shaukat	
James	Lilly	
John	Rooney	
Michael	Oden	
Jim	Kuhn	
Gary	Cook	
Andrea Roberts	McGee	
Ethan	Ham	
Gary	Cook	
Lisa	Jacobs	
Mark	Landers	
Anne	Gillaspie	
Delwin	Goss	
Cristina	Adams	
Oren	Rosenthal	
Megan	Meisenbach	
Beverly	Dunn	
Tony	Bell	
Paul	Addington	
Don	Campbell	
Randy	Dalton	
James A	Prentice	
elizabeth	galiger	
	Larry Akers	
Brooke	Bailey	
Susan	Caldwell	
Lynne	Dobson	
Robert	Scheibeler	
Gerald	Lewis	
Sally	Wittliff	
Carolyn	Lewis	
Suzanne	Bryant	
DANIEL	JASINSKI	
Melanie	McAfee	

Mike	Wethington	[redacted]
Elizabeth G.	Craig	
Carina	Boston Pinales	
anitra	richardson	
Colleen	Ramey	
Amy	Martin	
Colin	Ingarfield	
Chris	Von Dohlen	
Tracey	Whitley	
Dorinda	Scott	
Joe	Zakes	
Casey	Douglas	
MaryBeth	Farrar	
Peter	Craig	
Karen	Kreps	
Leigh	Ziegler	
Mary	Cook	
Barry	Broughton	
Randy	Southers	
Marcia	Lucas	
Lori	McClure	
kate	kavanagh	
Oscar	Gallegos	
Lauren	Ross	
Karen	Kocher	
Pamela	Griggs	
Devon	Athans	
john	wheat	
Robert	Beard	
Robert	Gilliland	
Margaret	Bentley	
Brandie	Baker	
Amy	Pancake	
Colleen	Theriot	
Alberto	Varon	
Thomas	Schiefer	
Jennifer	Wilson	
Julie	Plowman	
Marc	Estrada	
Brad	Langford	
Cynthia	Wilcox	
Will	Furgeson	
Blair	Liles	
Eliza	Gilkyson	
Sue	Batchelor	
jonathan	ayres	
Grant	Cross	

STEVEN	FLOOD	[redacted]

relayaction_firstname	relayaction_lastname	relayaction_email
Emmie	Myers	[redacted]
David	Brady	
Lou	Ochs	
Gail	Rothe	
Susan	Eason	
Genevieve	Duncan	
Edward	Brown	
Katherine	Mosley	
Jodi	Schrobilgen	
Shawn	LaTorre	
Brenda	McGahagin	
Texans	AgainstTolls	
Mary	Anderson	
Freeman	Handee	
MM	Holder	
Linda	Holder	
Tommy	Anderson	
George	Eliot	
Emma	Anderson	
Dr. T. H.	Anderson	
Clotilde	Rea	
Margaret	Holder	
Diane	Singleton	
CJ	Taylor	
stewart	browning	
Tom	Best	
Jon	Samuelson	
Kari	Gaukler	
Jim	Galbreath	
Sandra	Bieri	
Robert	Mick	
Judy	Coffin	
Victoria	Brunow	
Brooke	Wilton	
Stuart	Werbner	
Pamela	Brochhausen	
Adam	Abrams	
Alan	Ogden	
Claire	Schroer	
Vicki	Buck	
Justin	Youngblood	
Stephanie	MuÃ±oz	
Leslie	Currens	
Summer	Youngblood	
Sandra	Pollard	
Margaret	Rittenhouse	

Will	Godwin	[redacted]
Laura	Carbonneau	
steve	gerson	
Karen	Miller	
Mercedes	ColÃ³n	
Ramsey	Wiggins	
TAMMY	DAVIS	
Ellen B	Smith	
Craig	Nazor	
Andrew	Harrod	
Gary	Culpepper	
Christopher	Cook	
Justin	Custardo	
Ross	Quade	
Jeff	Cariker	
Jacob	Smigel	
Jane	Durbin	
Sam	Pittman	
Linda	Rivera	
Darrell	Hutchinson	
Mary	Holman	
Charles	Ahrens	
Patrice	Schexnayder	
Susan	Wehmeier	
William	OLeary	
Jan	Justice	
Lesley	Heurkins	
Amanda	Tse	
Marion	Cimbala	
Felicity	Maxwell	
Diane	Williams	
Lonnie	Sclerandi	
joel	richards	
Stacy	Coplin	
Kelly	McGettigan	
Jane	Gilley	
JO	WRIGHT	
Ray	Reece	
Maria Elena	Martinez	
Paul	Thompson	
Emily	Wethington	
Bill	Bunch	
Mona	Mehdy	
Susan	Pascoe	
Melissa	Cubria	
Melissa	Cubria	
Elaine	Robbins	

Dan	Golding	[redacted]
Jaclyn	Vay	
Dana	Sprute	
Romalda	Allsup	
Robbie	Lueth	
andrea	scarborough	
Brenda	Bellocchio	
Pete	DeWeese	
Vicki	DeWeese	
Andrea Roberts	McGee	
Jacob L & Inger	Mey	
Desmond	Ng	
Sean	Ragsdale	
Donna	Pauler	
Simone	Dail	
Susan	Nayak	
Phillip	Morris	
Kendall	Jones	
Jac.	van Sitteren	
Veronica	Barrio	
Clayton	Law	
Donna	Starnes	
Cecile	Carson	
Catherine	van Zanten	
Robert	Gilliland	
Kristin	Bramblett	
Deborah	Price	
Tom	Price	
Elena	Leos	
David	Race	
Steven	FLood	
Evelise	Sandidge	
T	Bell	
Rosemary	Wetherold	
Joseph	Robles	
Stacy	Stanfield	
Amber	DeFord	
Dorinda	Scott	
CC	Mullen	
pat	brodnax	
David	Hixon	
Kim	Dean	
Tina	Nelson	
Michael	OHara	
Eric	Radjef	
Brandie	Baker	
Nancy	Simons	

Celeste	Epstein	[redacted]
Randy	Southers	
D.J.	Morrow	
Linda	Lessner	
Steve	Burns	
Kerri	Welch	
Bill	Woods	
Karen	Kreps	
Eric	Lawrence	
Lauren	Ross	
John	Rooney	
Michelle	Doty	
Steven	Flood	

KeepMopacLocal.org

Attachment C

To TxDOT, CTRMA, Travis County, City of Austin, and Local Officials:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project before building any of it
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW
3. Any Mopac expansion should be non-tolled and limited, without double decker flyovers through West Austin and Zilker Park, and over Lady Bird Lake and Austin High School
4. Make the SH 130 bypass free and route I-35 through traffic to SH 130 as originally intended rather than convert Mopac into a second I-35 through Austin.

November 2015

Signature	Print Name	Zip	Email
	Tommy Walters	78704	[redacted]
	Dana Jackson	78704	
	Carol Garza	78704	
	Christian Mercey	78701	
	Thomas Busa	78749	
	Sam Wilson	78745	
	Michael Zaunbrecher	78703	
	Hannah Rabin	78745	
	Anne Rutt	78745	
	Devin Hernandez	78753	
	Cierra Teiler	78749	

KeepMopacLocal.org

To TxDOT, CTRMA, Travis County, City of Austin, and Local Officials:

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4. Make the SH 130 bypass free and route I-35 through traffic to SH 130 as originally intended rather than convert Mopac into a second I-35 through Austin.

November 2015

Signature	Print Name	Zip	Email
	Ray CLYMER	78703	[redacted]
	Paul Hummer	78703	
	Tara Truett	78745	
	Sherrill Bishop	78735	
	Carrie Peace	78746	
	W. SCOTT KENNINGTON	78748	

KeepMopacLocal.org

To TxDOT, CTRMA, Travis County, City of Austin, and Local Officials:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project before building any of it
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4. Make the SH 130 bypass free and route I-35 through traffic to SH 130 as originally intended rather than convert Mopac into a second I-35 through Austin.

November 2015

Signature	Print Name	Zip	Email
	ROGER KITOWSKI	78746	
	NICHOLE BEEN	78652	[redacted]
	Kalila Homam	78704	
	RITA E. GIER	78741	
	Janice Stewart	78733	
	STEVE D. MCKEE	78733	
	JOHN F. LEE	78704	
	Jacob Degrot	78746	
	BRAD WICOLL	78703	
	TOM WIATT	78704	
	Tanya Acevedo	78746	

KeepMopacLocal.org

To TxDOT, CTRMA, Travis County, City of Austin, and Local Officials:

1. Tell the truth – Study the whole proposed Mopac expansion/SH 45 SW toll loop as a loop project before building any of it
2. Study ALL of the impacts and ALL of the costs first – before building SH 45 SW
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4. Make the SH 130 bypass free and route I-35 through traffic to SH 130 as originally intended rather than convert Mopac into a second I-35 through Austin.

November 2015

Signature	Print Name	Zip	Email
	Scott McCarter	78703	
Lynne Dobson	Lynne Dobson	78746	[redacted]
	Chris Liv	78705	
B.S.	B.S. Abeln	78727	

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Jon Sawvell [redacted]
Sent: Tuesday, November 17, 2015 8:03 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 17, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Jon Sawvell
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of David Saxon [redacted]
Sent: Wednesday, November 18, 2015 1:23 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. David Saxon
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 3:46:22 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
nancy scanlan
[redacted]
11/20/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Sunday, October 25, 2015 10:15:11 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
andrea scarborough
[redacted]
10/25/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Nick Schatz

Address: [redacted]

Email:

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

Study all of it before beginning any of it. There is already bad traffic around AHS And down town dont make it worse. Safety of AHS Student are going to be much more likley to be harmed by the increase in traffic. Also the amount of air, polution, noise polution, & traffic polution in and around AHS. Also, the Barton Springs Salamander will be extremly endangered by this construction.

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Patricia Schaub

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

1) re: Austin H.S. access, whatever option is determined, part of the project should include increased + expanded pedestrian + bike access to the school so more students can walk, bike, + use transit to school. For the sake of local connectivity there + is also will benefit with more ways to go between W. 5th + Cesar Chavez.

2) None of the options presented are satisfactory or acceptable. TxDOT + CTRMA must study + present options that include expanded mass transit options + HOV lanes. Toll lanes that benefit single occupancy vehicles are not acceptable. Building bigger roads that encourage sprawl won't help with congestion or benefit the local community. Taking cars off the road thru mass transit + smart rides needs to be the preferred option → with park + ride options

3) Please do not expand Mopac or build a "double decker" bridge + preserve the environment's green spaces + aquifer.

4) I live along the Cesar Chavez corridor (east of I-35) + we should seek out solutions to build + develop this corridor as liveable space + slow down traffic through Complete Streets. The six options proposed will not help + will harm Cesar Chavez. I think we should use roads

(over)

COMMENTS ON VIRTUAL OPEN HOUSE

Patricia	Schaub	11/20/15	1) I support the inclusion of a shared use path along both sides of the proposed Mopac South project for people on foot, bikes, and personal mobility devices. These shared use paths will provide mobility that does not require use of an automobile and are an important means for increasing the capacity of Mopac, which is the goal of this project. Regardless of the final configuration of the new general purpose lanes, congestion is only going to get worse along Mopac and given the overall cost and scale of this project, it's not a lot to ask CTRMA and TXDOT to provide paths that will give people an alternative to driving and traffic congestion. Shared use paths will also help serve the destinations along S. Mopac, in particular the retail and service areas near 290 and 360 which otherwise are largely inaccessible to anyone not using a motor vehicle. It also will make it easier to access the natural areas and recreational paths that connect to Mopac, such as the Barton Creek Greenbelt. Having capacity on Mopac for people walking or biking will also make it possible for more people to afford to live in the area without the expenses of car ownership, or having to drive a car for every trip. 2) Please do not abandon the Pressler extension between W. 5th St. and Cesar Chavez, esp. the biking and walking paths. Whatever option is determined for the project, it should include increased and expanded pedestrian and biking access to Austin High School so more students can bike, walk, and use transit, and fewer students and parents have to drive their cars in the area, which is a chronic source of congestion in this part of town in the afternoon. Local connectivity also will benefit with more ways to go between W. 5th and Cesar Chavez, without having to deal with stacked up cars on these streets at Mopac and Lamar. 3) CAMPO and transportation analysts have projected that no matter what option is selected the travel time is going to continue to increase along South Mopac in the general purpose lanes. In other words, the current options will only benefit people with cars who can pay a toll to travel along this corridor. Besides being a questionable use of resources, the negative environmental impact on the aquifer, the atmosphere, and the lake make all of the current options presented unacceptable. Given these realities, please do not add extra lanes or "double deck" the bridge over Lady Bird Lake, and please do devise different options that incorporate mass transit, incentives for car pooling, and meaningful accommodations for more sustainable forms of transportation, such as bicycles. 4) I live off of Cesar Chavez (east of I-35) and believe we should seek out solutions that stop treating this corridor as an exit ramp for Mopac and a feeder road for 183, and instead seek out a design that SLOWS DOWN traffic between these two freeways. Cesar Chavez is a significant east-west route that combines natural beauty with urban amenities serving the surrounding neighborhoods and downtown, and should be built and developed as livable space using the principles of Complete Streets. Instead of a high speed flyover, TXDOT and the city should work on a downtown connection to Cesar Chavez that integrates the schools, waterfront parks and trails, Seaholm, hotels, Convention Center, restaurants, bars, offices, and businesses from west to east and east to west, and help break down the persistent division at I-35.

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 3:15:43 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Robert Scheibeler
[redacted]
11/18/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Melissa	Schenker	11/19/15	I don't like any of the "direct connects" to Cesar Chavez - there are no clear solutions for the pressures they put on Cesar Chavez. Reasonable solutions must exist prior to approval of any plan. It's hard not to sound unreasonable in responding to this problem. But it seems unacceptable to design something and make the rest of it a City of Austin problem. There is too much going on at MoPac/Cesar Chavez/5th/6th - there does not seem to be enough thought being given to how to create long term realistic functional solutions for this area. I drive in this area multiple times a day and am not impressed with any of these ideas as being very functional or far-sighted. In addition, this area is vital in terms of urban design, and should be looked at as a key element in Austin's livability. These proposals don't seem to do that. Variable pricing is not attractive. I wonder if people are even commenting on the upper deck ideas - no one I've spoken to even thinks this is in the realm of acceptable. The direct connect proposals put lanes unacceptably close to Austin High School. I don't understand why toll roads are the only options provided. I'd like to see other proposals - Park n Rides, HOV lanes. It's not clear why these sorts of things are not up for discussion, and why variable priced toll lanes of one sort or another are the only options put on the table by the CTRMA. I like the idea of improving the safety and functionality of the southbound Bee Caves Rd. exit. The City of Austin Proposal for a "westbound Lake Austin Blvd turnaround to southbound collector-distributor road" creates a conflict for drivers westbound on Cesar Chavez who merge onto 6th St (under MoPac) and want to continue on to Lake Austin Blvd. The merge is very close to the proposed exit to loop onto South MoPac and looks like a problematic conflict. I'm concerned about the impact on the Wildflower Center. The idea of taking more of Zilker Park for MoPac is unappealing. Adding traffic over the aquifer is in opposition to our community values. I'm not impressed by the non-names used for your proposals - it has made it very hard to have a community conversation. It undermines the CTRMA's claim to be very interested in community input. In addition, providing 11 proposals overwhelms any non-expert citizen's capacity. I also don't understand how what's been proposed is in any way an "environmental study." These unfortunate choices regarding language undermine your credibility. The long term plan that connects MoPac to I35 is unacceptable. I'm aware of the CTRMA claim that this set of proposals has nothing to do with that, and have heard it said that it's not in your plans, nor is it in CAMPO's plans, but this is not a credible claim. Breaking this up into separate and discreet projects makes it impossible to have a real conversation and community consensus - by it's very nature, it seems designed to confuse and create conflict. It's unfortunate that if you have good solutions among your many ideas, it's hard for people to focus on them due to the unreliable numbers, the obfuscating language, unappealing ideas, and threats to the environment.

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 06, 2015 1:15:15 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

MoPac needs to remain just as it is - a local thoroughfare. Widening it, and making it a major commercial thoroughfare filled with cargo and merchandise, will ruin Austin. No modern city rips through its residential areas with such a passÃ© infrastructure. And it will create a dangerous road to rip through the areas where people live, travel to school, and peacefully travel through the city.

Keep MoPac local, and keep Austin beautiful!

Patrice M. Schexnayder

Sincerely,
Patrice Schexnayder
[redacted]
11/06/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 8:55:21 PM

Dear TxDOT and CTRMA officials:

How about "Let's move into the 21st century." More roads do not solve transportation problems. Major wide highways drive a wedge between peoples, and roads thus ought to bypass cities.

NO SH 45 SW! That would be absolutely stupid! Divided we will not fall to this ludicrous idea.

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Patrice Schexnayder
[redacted]
11/21/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 12:20:50 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Thomas Schiefer
[redacted]
11/18/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of James Schissler [redacted]
Sent: Saturday, November 14, 2015 10:53 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 14, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. James Schissler
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 7:25:35 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Above all, please do not build an even higher elevated bridge for the toll lanes over the river. This will be a blight on the view for everyone for the benefit of few.

Please stop encouraging growth in suburbs when money should be spent densifying the urban core and city center. Austin is already one of the most sprawling cities in the country, and rewarding those who live further away with faster access in and out of the city is not fair for the rest of the residents in the city. It will only encourage more people to move further out and necessitate additional highways and tolls in the future.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Joss Scholten
[redacted]
11/21/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Marcia Schott [redacted]
Sent: Tuesday, November 17, 2015 4:02 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 17, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Marcia Schott
[redacted]

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Tuesday, November 10, 2015 9:55 PM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#388]

Name * Stef Schrader

Email * [redacted]

Address

Message *

Have we not learned anything from SH 130 or any of the other empty toll roads around Austin? Toll roads and toll lanes SOLVE NOTHING. People passing through who add to our daily commutes won't take them because they're too cheap. We need more lanes and proper loops around the city, but they need to be open and free to the general traveling public in order to solve ANY of Austin's problems--not a toll!

Shut down the idea of more pointless toll lanes right now. The company that runs them doesn't even care to get your license plate right, as they profit whether they bill the right vehicle or not. That's true corruption. Politicians who've been bought this corrupt plan hook, line and sinker deserve to be run out of town with pitchforks and torches for selling off a public need to the highest bidder. Shame on them. NO MORE TOLLS.

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 8:40:17 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Lance Schriner
[redacted]
11/19/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Sunday, November 15, 2015 2:00:24 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

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The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Jodi Schrobilgen
[redacted]
11/15/2015

From: Austin Chamber of Commerce on behalf of Kenneth Schrock
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Monday, November 09, 2015 12:41:13 PM

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

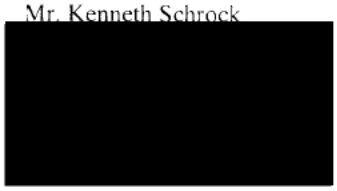
Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Kenneth Schrock



From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Tuesday, November 10, 2015 4:15:13 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

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In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up. Additonally, the amount of traffic thatt would increase

in and around Austin High will put our newly and inexperienced drivers at risk as well as students and hike and bike pedestrians.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances. Why add an expensive toll that local traffic cannot afford on a daily basis? The toll in NO WAY will alleviate traffice on MoPac.

Please use your authority to insist that common sense and basic planning take place before we build a

Sincerely,
Claire Schroer
[redacted]
11/10/2015

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): Nick Schatz

ADDRESS: [redacted]

COMMENTS:
- terrible impact on springs
- horrible impact on traffic
- endangers AHS
- access ramp near AHS
- loosing culture

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

☐ I am employed by TxDOT

☐ I do business with TxDOT

☑ I could benefit monetarily from the project or other item about which I am commenting

[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of William Schwartz [redacted]
Sent: Thursday, November 19, 2015 6:01 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. William Schwartz
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 05, 2015 9:35:21 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT abandon the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be halted and the project abandoned. Keep traffic on I 35 on that corridor and keep MoPac traffic on MoPac.

The comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, PLEASE prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic. This is a good idea, SH 130 is already in place. Why build when there is already a system, it doesn't work because of the tolls. To build the proposed 45SW/South MoPac tolled loop would be to ignore the recent history of the SH 130 failure, toll roads don't work. Make SH 130 free, and it will compete with I 35 and will succeed.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson

Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic pla

Sincerely,
Lonnie Sclerandi
[redacted]
11/05/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 7:20:33 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Alma Scott
[redacted]
11/19/2015

From: Catherine Scott
To: [redacted]atomlinson@HNTB.com; [redacted]al.alonzi@dot.gov; [redacted]steve.adler@austintexas.gov; delia.garza@austintexas.gov; ora.houston@austintexas.gov; pio.renteria@austintexas.gov; greg.cesar@austintexas.gov; ann.kitchen@austintexas.gov; don.zimmerman@austintexas.gov; leslie.pool@austintexas.gov; ellen.troxclair@austintexas.gov; kathie.tovo@austintexas.gov; sheri.gallo@austintexas.gov; greg.malatek@txdot.go; mayorfarrell@cityofrollingwood.com; Brigid.Shea@traviscountytx.gov; Barbara.Rush@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; administrator@cityofrollingwood.com; sbeal@mobilityauthority.com; spusteinyk@mololityauthority.com; mespinoza@mobilityauthority.com; mheiligenstein@mobilityauthority.com
Subject: MoPac/Highway 1 South
Date: Monday, November 16, 2015 12:19:54 PM

[redacted]

Please also take another look at the impact on traffic exiting Bee Caves Rd (southbound) and how it may be impacted by the toll lane entrance. I'd like this group to consider dropping from 4 lanes to 2 lanes near the 360/MoPac intersection where there is much more space and less concerned surrounding communities.

[redacted]

Catherine Scott

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 South
November 16, 2015 at 12:16 PM
[redacted]

Name: Catherine Scott

Email Address: [redacted]

Subject: MOPAC/LOOP 1 South

Message: Dear CTRMA Staff and Board Members,

I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. It's evident to me after looking over the newly proposed plans, that perhaps you've not spent much time trying to get on and off Bee Caves road (FM 2244). Bee Caves Rd is the principal corridor for all businesses and residents of the city of Rollingwood and most all for Westlake Hills. In addition, this road serves so many in Bee Cave and beyond. Current plans concern me the egrees and ingress for toll lanes as well as off ramps for Bee Caves are converging potentially causing a very serious concern for the above mentioned populations. I recommend that this group consider dropping the 4 toll lanes, two in each direction, down to one in each direction near the 360/mopac intersection - where there is much more room, less impact to the neighboring communities and where issues of on and off ramps/ could much easier be solved.

Sincerely,
Catherine Scott

(Sent via

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Cile Scott [redacted]
Sent: Tuesday, November 17, 2015 7:06 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 17, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Cile Scott
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Colly Scott [redacted]
Sent: Wednesday, November 18, 2015 3:58 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Colly Scott
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, October 22, 2015 2:55:13 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Dorinda Scott
[redacted]
10/22/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 2:30:12 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Dorinda Scott
[redacted]
11/18/2015

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Saturday, November 07, 2015 10:39 AM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#378]

Name *

John Scott

Email *

[redacted]

Message *

The lanes on Mopac south of 290 are very wide and seem to have more space than required. Have you looked at extending the 3 lanes all the way down to the Davis exit or even to Slaughter? We seem to lose a lane when it is not required. This would involve some repainting of the lines and some additional paving. Should not be a major effort if even for only a short term solution.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Marietta Scott [redacted]
Sent: Tuesday, November 17, 2015 4:32 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 17, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Marietta Scott
[redacted]

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 South
November 16, 2015 at 12:33 PM
[redacted]

Name: Shaesby Scott

Email Address: [redacted]

Subject: MOPAC/LOOP 1 South

Message: Dear CTRMA Staff and Board,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose support our public parkland use, green spaces and community values.

Sincerely,

(Sent via

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Wally Scott [redacted]
Sent: Tuesday, November 17, 2015 3:31 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 17, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Wally Scott
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Shawn Seaberg [redacted]
Sent: Monday, November 09, 2015 2:11 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Shawn Seaberg
[redacted]

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

Emily Seiders

Emily Seiders [redacted]

Printed Name Address

Additional Comments:

Squarespace [redacted]
Form Submission - New Form - Mopac / Loop 1 South
November 18, 2015 at 2:03 PM
[redacted]

Name: Emily and Rick Selders

Email Address: [redacted]

Subject: Mopac / Loop 1 South

Message: Dear CTRMA Staff and Board Members,
As a resident of the lower portion of Rollingwood closest to Mopac, my family and I are deeply invested in the future of the Mopac / Loop 1 Project. We do NOT support elevated toll lanes of ANY kind over Mopac close to the downtown area. Not only will it permanently and negatively affect the character of Austin, it will create an imposing industrial structure that will decrease property values and increase noise and light pollution in the surrounding neighborhoods. Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, and Lady Bird Lake are the heart and soul of this city; why would we not consider other options that would help preserve this unique character that makes Austin AUSTIN??

I understand there have been significant changes to the 2015 traffic data presented to the public since the Feb 2015 open house and also major changes approved by voters for regional non-tolled road funding in the recent election. In light of this, we strongly encourage CTRMA to reexamine alternatives to converting MoPac South into a toll road. HOV and transit only lanes should be compared with the toll and general purpose lane options proposed to give the public an understanding of why toll lanes are being considered as the only option. Along with a no-build scenario, options such as expanding telecommuting, ride sharing, and rail should be considered.

There are other ways to alleviate the transportation problem in Austin. We ask that you look at options without elevated toll lanes in particular so that we can retain the look and feel of our beloved city. Please ensure the plans you choose support our public park land use, green spaces and community values.

Sincerely,
Emily and Rick Selders

(Sent via

From: Emily Seiders
To: [redacted] atomlinson@HNTB.com; [redacted] al.alonzi@dot.gov; [redacted] steve.adler@austintexas.gov; delia.garza@austintexas.gov; ora.houston@austintexas.gov; pio.renteria@austintexas.gov; greg.cesar@austintexas.gov; ann.kitchen@austintexas.gov; don.zimmerman@austintexas.gov; leslie.pool@austintexas.gov; ellen.troxclair@austintexas.gov; kathie.tovo@austintexas.gov; sheri.gallo@austintexas.gov; greg.malatek@txdot.go; mayorfarrell@cityofrollingwood.com; Brigid.Shea@traviscountytx.gov; Barbara.Rush@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; administrator@cityofrollingwood.com; sbeal@mobilityauthority.com; spusteinyk@molilityauthority.com; mespinoza@mobilityauthority.com; mheiligenstein@mobilityauthority.com
Subject: Mopac / Loop 1 South
Date: Wednesday, November 18, 2015 2:05:24 PM

Dear CTRMA Staff and Board Members,

As a resident of the lower portion of Rollingwood closest to Mopac and Zilker Park, my family and I are deeply invested in the future of the Mopac / Loop 1 Project. We do NOT support elevated toll lanes of ANY kind over Mopac close to the downtown area. Not only will it permanently and negatively affect the character of Austin, it will create an imposing industrial structure that will decrease property values and increase noise and light pollution in the surrounding neighborhoods. Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, and Lady Bird Lake are the heart and soul of this city; why would we not consider other options that would help preserve this unique character that makes Austin AUSTIN??

I understand there have been significant changes to the 2015 traffic data presented to the public since the Feb 2015 open house and also major changes approved by voters for regional non-tolled road funding in the recent election. In light of this, we strongly encourage CTRMA to reexamine alternatives to converting MoPac South into a toll road. HOV and transit only lanes should be compared with the toll and general purpose lane options proposed to give the public an understanding of why toll lanes are being considered as the only option. Along with a no-build scenario, options such as expanding telecommuting, ride sharing, and rail should be considered.

There are other ways to alleviate the transportation problem in Austin. We ask that you look at options without elevated toll lanes in particular so that we can retain the look and feel of our beloved city. Please ensure the plans you choose support our public park land use, green spaces and community values.

Sincerely,
Emily and Rick Seiders

Emily Seiders
Studio Seiders Tile & Design
[redacted]

From: Joanne Senn
To: atomlinson@HNTB.com; [redacted]rg; steve.adler@austintexas.gov; delia.garza@austintexas.gov; ora.houston@austintexas.gov; pio.renteria@austintexas.gov; greg.casar@austintexas.gov; ann.kitchen@austintexas.gov; don.zimmerman@austintexas.gov; leslie.pool@austintexas.gov; ellen.troxclair@austintexas.gov; kathie.tovo@austintexas.gov; sheri.gallo@austintexas.gov; greg.malatek@txdot.go; mayorfarrell@cityofrollingwood.com; Brigid.Shea@traviscountytx.gov; Barbara.Rush@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; administrator@cityofrollingwood.com; sbeal@mobilityauthority.com; spusteinyk@mobilityauthority.com; mespinoza@mobilityauthority.com; mheiligenstein@mobilityauthority.com
Subject: Mopac Expansion
Date: Sunday, November 15, 2015 2:36:51 PM

Please know that I am not against progress and development - it just needs to be well planned. Your current plan(s) are ineffective and do not address key issues because it is being pieced together rather than fluently planned. There are now six different options - up from the original 4 - and your building this significant piece of infrastructure using committee input to direct it rather than studying the problem and preparing a solid solution solution for our future. It is not worth spending tens of millions of dollars today to deliver a project that impacts our most precious resource - Lady bird lake and the beautiful grounds surrounding our city. Stop. Take time to reassess. Say you need to study this further. Assemble a true team of experts and dig in. Good work takes time, thought, drive and yes, the reality that you can't please everyone. Set your objectives based on needs not politics, time or a land grab.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Jude Sevin [redacted]
Sent: Friday, November 13, 2015 9:22 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 13, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Jude Sevin
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Dustin Shaffer [redacted]
Sent: Monday, November 09, 2015 1:11 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Dustin Shaffer
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 2:15:31 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Becky Shaheen
[redacted]
11/20/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Hill Shands [redacted]
Sent: Thursday, November 19, 2015 8:54 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Hill Shands
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Rob Shands [redacted]
Sent: Wednesday, November 18, 2015 2:21 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Rob Shands
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 2:25:21 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Urmi Shanghvi
[redacted]
11/19/2015

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 SOUTH
November 17, 2015 at 11:48 AM
[redacted]

Name: Brooke Shannon

Email Address: [redacted]

Subject: MOPAC/LOOP 1 SOUTH

Message: Dear CTRMA Staff and Board Members,

I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose support our public parkland use, green spaces and community values.

Sincerely,

Brooke Shannon

(Sent via

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Sam Shannon [redacted]
Sent: Tuesday, November 17, 2015 4:32 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 17, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Sam Shannon
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 12:40:58 PM

Dear TxDOT and CTRMA officials:

I live right next to the proposed project and want done of the options being offered.

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Arye Shapiro
[redacted]
11/20/2015

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the "2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

Stacy Shapiro

[redacted]

Printed Name Address

Additional Comments:

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 3:30:21 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Susan Sharp
[redacted]
11/19/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 11:35:40 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Gretchen Lara Shartle
[redacted]
11/19/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of tim shaughnessy [redacted]
Sent: Monday, November 16, 2015 1:27 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 16, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. tim shaughnessy
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 5:25:14 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

I am opposed to MOPAC south's expansion by CTRMA, without proper studying of the impacts. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Aamer Shaukat
[redacted]
11/18/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Kelly Shaw [redacted]
Sent: Tuesday, November 17, 2015 4:02 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 17, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Kelly Shaw
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Steven Shaw [redacted]
Sent: Tuesday, November 10, 2015 9:13 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 10, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Steven Shaw
[redacted]

From:	Brigid Shea
To:	Mike Heiligenstein; Ray Wilkerson; Ray Wilkerson; David Armbrust; Meade, Nikelle; Charles Heimsath; Gen Joe Weber
Subject:	Commissioner Brigid Shea - Mopac South Comments
Date:	Friday, November 20, 2015 11:27:16 PM
Attachments:	Commissioner Brigid Shea - Mopac South.docx ATT00001.txt

Please add my letter to the official comments on the S Mopac project.

Brigid Shea
Travis County Commissioner Pct. 2
CommissionerPct2@traviscountytx.gov
700 Lavaca St., Suite 2.700
Austin, Tx. 78701
512-854-9222

November 20, 2015

Central Texas Regional Mobility Authority
C/o MoPac South Environmental Study
3300 North I-35
Austin, Texas 78705

Re: Commissioner Brigid Shea official comments to the Mopac South Environmental Study, related to the Open House comment period.

Dear Chairman Wilkerson and Board Members, CTRMA and TxDOT Officials:

I write to you today in my capacity as the Travis County Commissioner, Precinct 2, and ask that you accept this letter as my official comments on the Mopac South Environmental Study. I do not support any of the proposed six toll lane alternatives. I my opinion, all six options will cause harm to Austin, Travis County and my constituents.

"Study all of it, before building any of it." The CTRMA has shown the public only a fragment of the toll project, presenting the eight miles of Mopac south from downtown to Slaughter Lane, as if that's all there is to consider. Before anything is built, the "Mopac South Environmental Study" process must be revised to include a comprehensive study of the full 18-mile loop project, from Cesar Chavez to the IH-35 connection. Currently those connected projects are chopped into pieces resulting in the public (and CTRMA) never knowing the full impact to our community and environment. Segmenting the projects also eliminates the ability to examine real multi-modal transportation solutions to improve north-south traffic flow.

All the six tolled alternative will do real harm to roads, neighborhoods, businesses, Cesar Chavez, Downtown, Austin High School, Lady Bird Lake, the Butler Hike and Bike Trail, Barton Springs, Zilker Park, Botanical Gardens, Nature Center, Wildflower Center, aquifers, water shed, preserve lands...and to current Mopac commuters. This is too important to do a rush job on the massive paving of our community – the future health and welfare of our community is at stake, so we must get it right. And frankly, the fact that CTRMA just came before CAMPO to amend their 183 toll project from $225 million to $655 million, tripling their original cost estimate, adds to my growing lack of confidence in CTRMA's process.

Again, I do not support any of the six toll alternatives and call on CTRMA to do a comprehensive study of the full 18-mile toll loop before building any of it.

Respectfully,

Brigid Shea
Travis County Commissioner, Pct 2

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: BRIGID SHEA

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

Please study all of the ultimate plan to connect I-35 to Mopac before you build any of it.

Please pay off the toll debt on SH 130 to use it as the I-35 bypass it was intended to be

Please study free options like HOV lanes at rush hour.

None of the 6 CTRMA options

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 1:50:17 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Molly Sheehan
[redacted]
11/20/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 12:52:11 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Robin Shepperd
[redacted]
11/20/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 1:05:42 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Robin Sherwin
[redacted]
11/20/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Chris	Shields	11/19/15	As a resident of Meridian in South Austin, and one who uses Mopac daily to commute to work downtown, I would greatly appreciate any new traffic arteries to ease congestion. Currently the 15 mile one-way trip takes between 25 and 40 minutes to commute through the morning traffic and between 45 minutes to 1 hour 15 minutes when traveling home. Taking into account housing prices in proximity to Austin's CBD and the influx of individuals to the overall area, the problem will only worsen if new roads aren't constructed. I believe this can be accomplished with minimal negative impact to the surrounding environment.

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 11:20:25 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Chong Shin
[redacted]
11/20/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Reza	Shirazi	10/31/15	Hi, I support the Two Express Lanes - No Downtown Connection. It improves traffic flow and does not impact Zilker and the other neighborhoods around the downtown connection area. Thanks Reza

COMMENTS ON VIRTUAL OPEN HOUSE

Reza	Shirazi	11/20/15	Dear CTRMA Staff and Board Members, In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial. If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options. Please ensure the plan you choose support our public parkland use, green spaces and community values. Sincerely, Reza Shirazi

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 8:30:22 AM

Dear TxDOT and CTRMA officials:

In addition to the comments below, I just would like to say that I was born and raised in Austin but have spent the last 7+ years in Houston for college and a job. I always imagine myself moving back home one day. However, every time I come home, I feel more and more like Austin is becoming Houston as far as traffic goes. If corporations want an IH-35 bypass for their semi-trucks, then they can build their own highway and we'll keep what little soul Austin has left.

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Louis Shocket
[redacted]
11/19/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Robert Shore [redacted]
Sent: Friday, November 20, 2015 5:16 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 20, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Robert Shore
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 3:40:20 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Blake Shores
[redacted]
11/19/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Caleb Short

Address: [redacted]

Email: _____

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

- degredation of Austin culture
- pollution
- ridiculous amount of $
- dangerous for AHS
- more traffic
- harms the Barton Springs Salamander

COMMENTS ON VIRTUAL OPEN HOUSE

S.C.	Shorter	11/20/15	The direct connector and 2 express lane option will provide the maximum capacity and benefit to the community. Please implement this solution while respecting the recharge zone. Thank you.

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Karen S. Miller

Address: [redacted]

[redacted] Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

1) Include - add study - Pipes on Mo* Pac for HOV Non-toll express lanes. Make 130 toll free to relieve I-H 35 traffic.
2) High tolls at rush hour will just push traffic on to S. Lamar.
3) Study + report before you build!
4) None of the current solutions address Austin High traffic and safety - or Lady Bird Lake or Butler Trails or Barton Springs.
5) Buses, rail and ride and HOV lanes are a much cheaper alternative.
6) Take toll off 130 to by pass I-H 35
7) Our City Council + County commissioners are not for the plans for double deck toll road - so why can't the people make the decisions.?

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Dudley Simmons [redacted]
Sent: Tuesday, November 17, 2015 2:05 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 17, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Dudley Simmons
[redacted]

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: James M. Simons

Address: [redacted]

Email [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

As a person who has lived on a street that backs up to MoPAC for nearly 40 years, I strongly urge you to kill this proposal! Make a decision for once that takes us, the citizens of Austin, into account. None of the 6 proposed MoPAC changes are in our interest quite the contrary. Please. Back to the drawing board -- you can do better.

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, October 22, 2015 1:05:26 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Nancy Simons
[redacted]
10/22/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Nancy Simmons

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

There will be so much damage to the best things about Austin from this project.

This project needs more thought and study, with all Austin stakeholders involved.

What we may lose will be nearly impossible to regain.

We MUST start giving thought to unintended consequences.

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 12, 2015 2:20:14 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Diane Singleton
[redacted]
11/12/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 11:45:23 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Steve Sivley
[redacted]
11/19/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 11:45:14 PM

Dear TxDOT and CTRMA officials:

Please include the comments below in the public record on the proposed 8-mile long "Mopac South" project.

The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Jose Skinner
[redacted]
11/21/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Saturday, November 07, 2015 7:35:17 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase 1 of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

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As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Jacob Smigel
[redacted]
11/08/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of martha smiley [redacted]
Sent: Thursday, November 19, 2015 10:53 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. martha smiley
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Bryan Smith [redacted]
Sent: Wednesday, November 18, 2015 10:30 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Bryan Smith
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 3:35:25 PM

Dear TxDOT and CTRMA officials:

I DO NOT WANT you to proceed with the Mopac South expansions!! Instead, utilize existing 130 . DO NOT USE OUR inner CITY's thoroughfare as a major highway! Build less roads and invest the money in other mass transit options !!

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Carol Lynne Smith
[redacted]
11/19/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Monday, November 09, 2015 9:10:27 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Ellen B Smith
[redacted]
11/09/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 1:20:29 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Erika Smith
[redacted]
11/20/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Hank Smith [redacted]
Sent: Wednesday, November 18, 2015 2:00 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Hank Smith
[redacted]

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

Heidi Smith

HEIDI SMITH [redacted]

Printed Name Address

Additional Comments:

We can all agree that the City of Austin's traffic must be alleviated. Something must be done - I appreciate your efforts to address the issue. However consideration of environmental, aesthetic, and traffic overflow impact must be a priority.

If the traffic can be improved without elevated lanes - it MUST be the first consideration. There is a reason traffic has increased and families are moving to our wonderful city. Let's not change [illegible] the reason — the parks, the lake, the neighborhoods. Austin is unique to Texas — and wants to stay that way — we are not cement city.

Please select the option "2 toll lanes & no elevation"

Thank you for your consideration.

Jeri

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 3:55:21 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Jeff Smith
[redacted]
11/20/2015

From: Mopac South Contact Form
To: dheath@mobilityauthority.com; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#409]
Date: Friday, November 20, 2015 3:35:23 PM

Name * Kathleen Smith

Email *

Address [redacted]

Message *

I drive into downtown every morning from my home near 45th and MoPac, and the reason I don't travel on Cesar Chavez is because of the limited number of alternate routes that are available if there is an incident. There is no access to the south, because of the river, and no access to the north between MoPac and Lamar Boulevard. I understand that you are not expecting an increase in the number of trips that would be heading into downtown via Cesar Chavez; however, I think this would be a great opportunity to develop an active plan for incident management on Cesar Chavez as part of these improvements. Thank you for your consideration of my suggestion.

Per Texas Transportation Code, §201.811(a)(5) check each of the following boxes that apply to you:

- I do business with TxDOT

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Robert Smith [redacted]
Sent: Monday, November 09, 2015 4:54 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Robert Smith
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 3:15:12 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Shelley Smith
[redacted]
11/20/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Sterling	Smith	11/20/15	I am opposed to elevated lanes and the current proposal by the CMTRA. I support the City of Rollingwood official position. There needs to be an EIS for a project of this magnitude. An EA is not sufficient. As the proposal now stands, you will ruin the crown jewel of Austin - Zilker Park. Please don't double deck MoPac! Sincerely, Sterling Smith

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 4:20:11 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Sterling Smith
[redacted]
11/20/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 10:15:42 PM

Dear TxDOT and CTRMA officials:

Comments for MoPac South Environmental Study- Open House Public Comment Period
Dear CTRMA Board members, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South MoPac expansion toll loop as the real project that is currently being unfairly pushed, piecemeal, onto the Austin community and current MoPac commuters. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to a major interstate thoroughfare.

We are proposing that a comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45 SW/South MoPac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

In the interim, please prioritize making Highways 71 and 183 South; and the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on these routes.

Because of the limited access at the south end, MoPac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand MoPac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert MoPac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic which would rip through the heart of Austin and damage the lifestyle of the neighborhood people.

The proposed plan would essentially convert it to "MoPac Interstate 35 West." Thus, MoPac would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while locals would suffer from costly tolls, and even worse congestion than today.

With the current plan, inter-regional and interstate truck and auto traffic would make its way through our most environmentally sensitive areas in the heart of Austin Neighborhoods. It would direct heavy traffic over the Edwards Aquafer recharge zone, the Flint Ridge Cave recharge zone, over our most cherished recreational areas like Zilker Parkland, over Barton Creek and Barton Springs watersheds, over Town Lake, over our greenbelt parkland hike-bike trails, and essentially over Austin High School.

The current plan to build out MoPac Loop 1 with a double decker bridge over Town Lack would cause harm and cumulative impacts to multiple natural and cultural treasures that currently support a livable Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Lady Bird Lake Park, Austin Pets Alive, the Edwards Aquifer, Barton Springs pool, multiple plant, water and wildlife species, many endangered species, and Austin blind salamanders.

Therefore, we are asking that you remove the proposed new 4-toll lanes and double decker bridge on MoPac over Lady Bird Lake from the transportation plans. We vote for the no build option.

Taking the time to study the entire tolled MoPac Loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on

projects that would benefit, rather than harm, the Austin region. As proposed, toll revenues will only pay half or less of the costs; local taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances. What TxDOT and CTRMA cannot accomplish with billions of dollars, we can achieve with buckets of paint. We want smart lanes, not more pavement and tolls. --We say NO to building a second Interstate 35 through Austin to ruin the heart and soul of Austin along the way.
We want to Keep MoPac

Sincerely,
Chloe Sofikitis
[redacted]
11/20/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Molly Soper [redacted]
Sent: Thursday, November 19, 2015 3:32 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Molly Soper
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, October 22, 2015 12:40:16 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase 1 of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Randy Southers
[redacted]
10/22/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 1:00:35 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Randy Southers
[redacted]
11/18/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 8:50:44 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Stacy Sparks
[redacted]
11/21/2015

From: Austin Chamber of Commerce on behalf of Berry Spears
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 10:34:54 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

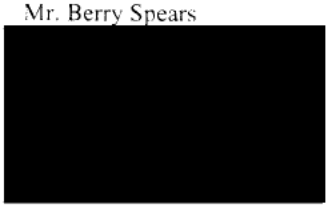
Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Berry Spears



COMMENTS ON VIRTUAL OPEN HOUSE

Gerald	Speitel	11/16/15	I am opposed to any options that result in elevated roadways between MOPAC at 360 and the north side of Lady Bird Lake. Elevated roadways are eyesores, create noise and light pollution, physically divide communities, and obstruct the natural beauty of the area. The need for additional capacity on MOPAC should be accommodated by widening the road at its existing elevation.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Kyle Spencer [redacted]
Sent: Wednesday, November 11, 2015 11:16 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 11, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Kyle Spencer
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 5:35:14 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
James Spindlet
[redacted]
11/18/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of sue ann spinks [redacted]
Sent: Thursday, November 12, 2015 4:19 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 12, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. sue ann spinks
[redacted]

COMMENTS ON VIRTUAL OPEN HOUSE

Amy	Spiro	11/7/15	I travel daily from Zilker Park (driving through Barton Springs Road and entering Mopac heading North at Rollingwood Drive via a circle....all the way up to 2222 to take my daughter to her magnet middle school. My concern is how the exit configurations will work for people like me that exit at Rollingwood and head EAST, not WEST. It is unclear from all the information posted on the virtual open house, how this part of my commute would be affected...especially if I decided to take the express way from up north (entering at Anderson Lane)...would I exit at Barton Skyway and then just take the access road to Barton Springs Road, or would I be able to exit safety from the Express Lanes in time to get to my normal Rollingwood Exit and cross under Mopac heading East to get home. I personally think if we have room for 2 extra lanes that they should be dedicated HOV lanes...not express lanes with tolls.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Steve Springer [redacted]
Sent: Friday, November 20, 2015 3:46 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 20, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mr. Steve Springer
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Iain Sproull [redacted]
Sent: Wednesday, November 18, 2015 4:23 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

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Sincerely,

Mr. Iain Sproull
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Tuesday, October 27, 2015 10:40:28 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Dana Sprute
[redacted]
10/27/2015

John Whitfield

From: Austin Chamber of Commerce [redacted], on behalf of Tom Stacy [redacted]
Sent: Wednesday, November 18, 2015 12:59 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Tom Stacy
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 7:41:04 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Laura Stager
[redacted]
11/19/2015

Use this if you prefer written comment. Return to city Hall
to submit online use link on other side. Deadline: Nov. 20, 2015

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

John L. Staha

JOHN L. STAHA [redacted]

Printed Name Address

Additional Comments:

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 4:55:26 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Mary Standifer
[redacted]
11/19/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Andrew Stauch [redacted]
Sent: Friday, November 20, 2015 3:16 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 20, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Andrew Stauch
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 2:25:20 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Ryan Steans
[redacted]
11/20/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Taylor Steed [redacted]
Sent: Monday, November 09, 2015 2:54 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Taylor Steed
[redacted]

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 South
November 18, 2015 at 3:14 PM
[redacted]

Name: Rachel Stephens

Email Address: [redacted]

Subject: MOPAC/LOOP 1 South

Message: Dear CTRMA Staff and Board Members,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose support our public parkland use, green spaces and community values.

Sincerely,

Rachel Stephens

(Sent via

Honorable Thom Farrell, Mayor, & Members of the Rollingwood City Council

RE: Please take action oppose tolled, elevated lane expansion of Mopac and the connection of South Mopac to Interestate 35

Dear Mayor Farrell and Members of Council:

Please take action to oppose both the expansion of Mopac with tolled and elevated lanes and the connection of South Mopac over to Interstate 35 with the proposed SH 45 SW toll road. With limited access at the south end, Mopac currently serves local commuters. If South Mopac is expanded and connected to I-35, it will be converted from serving local commuters into an alternate I-35 serving long-distance, inter-regional car and truck traffic. This would make traffic on Mopac worse, not better for current Mopac commuters, including Rollingwood residents.

Thank you for your consideration.

Signed:

Printed Name: Thelma Stephens [redacted]

Address: [redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 8:40:31 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Robert Stephenson
[redacted]
11/19/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Christine Stevens [redacted]
Sent: Friday, November 13, 2015 7:50 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 13, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Christine Stevens
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 8:05:59 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Jean Stevens
[redacted]
11/19/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Donna Stewart [redacted]
Sent: Thursday, November 19, 2015 7:31 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Donna Stewart
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 1:40:13 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Chaille Stidham
[redacted]
11/19/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 3:30:34 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
jackie stone
[redacted]
11/19/2015

Use this if you prefer written comment. Return to city Hall
to submit online use link on other side. Deadline: Nov. 20, 2015

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,
Molly Burnette
Lynne Storm → Also

MOLLY BURNETTE
Lynne Storm
Printed Name

[redacted]
Address

Additional Comments:

The elevated lanes are the worst, ugliest possible idea to improve the efficiency of Mopac. Please, please do not force this monstrous eye-sore on the citizens of Southwest Austin.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Kristi Stotts [redacted]
Sent: Wednesday, November 18, 2015 3:21 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Kristi Stotts
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of robert strait [redacted]
Sent: Wednesday, November 18, 2015 1:23 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. robert strait
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 10:05:17 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

SH 130 is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE FREE. Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. Letâ€™s make the I-35 bypass we already have work.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

I urge you to Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 10's of 1000's of cars on South Mopac, making traffic worse not better. It will likely cause real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

We need an independent study that considers non-toll alternatives that avoid converting Mopac into a second I-35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay exorbitant tolls during rush hour.

Cc: Austin area local, State and Federal officials

Sincerely,
Barbara Strecker
[redacted]
11/19/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 5:05:27 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Andrea Street
[redacted]
11/20/2015

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Wednesday, November 18, 2015 2:41 PM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#398]

Name *	Steve Strickland
Email *	[redacted]
Address	
Message *	Please do what ever you can to build an infastructure that will support the future traffic needs!
Per Texas Transportation Code, §201.811(a)(5) check each of the following boxes that apply to you:	I do business with TxDOT

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): Wade Strong

ADDRESS: [redacted]

COMMENTS: Thank you for the excellent presentation of the possible options for improving mobility on South MoPac. I support any of the options, but not the "No build" option. I strongly support the two express lanes + downtown DC option as it will improve traffic flow better than the other options.

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

☐ I am employed by TxDOT

☑ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

[redacted]

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Dave Sullivan

Address: [redacted] Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

North-South movement of bicyclists & pedestrians in the MoPac corridor is very important to maintain. Many non-motorized commuters cross Lady Bird Lake at MoPAC. This includes persons going ~~to~~ to and from work, but also to & from Zilker Park, Barton Spring, Deep Eddy Pool, etc. Non-motorized travel in this corridor should be preserved ~~as~~ to whatever extent possible as work on MoPAC is performed.

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 9:10:39 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Ruth Sullivan
[redacted]
11/19/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 8:40:16 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Carmen Sutherland
[redacted]
11/20/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Anne Swift [do-[redacted]

Sent: Monday, November 16, 2015 9:27 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 16, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Anne Swift
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Doug Swift [redacted]
Sent: Monday, November 16, 2015 1:09 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 16, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mr. Doug Swift
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Jon Switzer [redacted]
Sent: Tuesday, November 17, 2015 4:02 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 17, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mr. Jon Switzer
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Amanda Swor [redacted]
Sent: Monday, November 16, 2015 11:09 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 16, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mrs. Amanda Swor
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Jo Szebehely [redacted]
Sent: Friday, November 20, 2015 3:46 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 20, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mrs. Jo Szebehely
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 10:30:29 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Catherine Tabor
[redacted]
11/20/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 12:10:12 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Kelly Tagle
[redacted]
11/20/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: MONROE MILEY

Address: [redacted]

AUSTIN Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

Do Studies to determine the Best ideas for community not to focus on out-of-town traffic!

We don't want a re-route of I-35 down the MoPAC!

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Tuesday, November 10, 2015 6:21 PM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#386]

Name *	Elaine Tankard
Email *	[redacted]
Address	
Message *	None of the proposed alternatives for the express lanes is acceptable to me. Poorly conceptualized project to begin with. Don't build MoPac South!

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 8:35:44 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Elaine Tankard
[redacted]
11/19/2015

Squarespace [redacted]
Form Submission - New Form - Mopac South
November 18, 2015 at 5:21 PM
[redacted]

Name: Vickie Tatum

Email Address: [redacted]

Subject: Mopac South

Message: I do not support elevated lanes of any kind over Mopac close to downtown. It would have a huge and unpleasant impact on my neighborhood, Marlton (Deep Eddy), and I do not think we need it anyway.

(Sent via

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 12, 2015 11:50:13 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
CJ Taylor
[redacted]
11/12/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Cheyenne Taylor [redacted]
Sent: Friday, November 13, 2015 8:21 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 13, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Cheyenne Taylor
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Julia Taylor [redacted]
Sent: Tuesday, November 17, 2015 9:11 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 17, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Julia Taylor
[redacted]

From: Austin Chamber of Commerce on behalf of Ross Taylor
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 3:03:39 PM

Nov 6, 2015

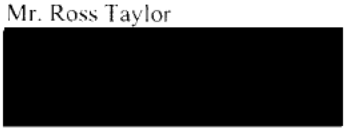
Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Ross Taylor


John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Tim Taylor [redacted]
Sent: Friday, November 20, 2015 5:16 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 20, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Tim Taylor
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 2:55:21 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Linda Team
[redacted]
11/19/2015

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 South
November 19, 2015 at 7:42 AM
[redacted]

Name: Stuart Tendler

Email Address: [redacted]

Subject: MOPAC/LOOP 1 South

Message: Dear CTRMA Staff and Board Members,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose support our public parkland use, green spaces and community values.

Sincerely,

Stu Tendler

(Sent via

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Tom Terkel [redacted]
Sent: Monday, November 09, 2015 3:54 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Tom Terkel
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Dan Terpening [redacted]
Sent: Wednesday, November 18, 2015 3:53 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Dan Terpening
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 12, 2015 9:40:14 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Texans AgainstTolls
[redacted]
11/13/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 10:25:45 PM

Dear TxDOT and CTRMA officials:

Comments for MoPac South Environmental Study- Open House Public Comment Period
Dear CTRMA Board members, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South MoPac expansion toll loop as the real project that is currently being unfairly pushed, piecemeal, onto the Austin community and current MoPac commuters. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to a major interstate thoroughfare.

We are proposing that a comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45 SW/South MoPac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

In the interim, please prioritize making Highways 71 and 183 South; and the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on these routes.

Because of the limited access at the south end, MoPac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand MoPac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert MoPac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic which would rip through the heart of Austin and damage the lifestyle of the neighborhood people.

The proposed plan would essentially convert it to "MoPac Interstate 35 West." Thus, MoPac would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while locals would suffer from costly tolls, and even worse congestion than today.

With the current plan, inter-regional and interstate truck and auto traffic would make its way through our most environmentally sensitive areas in the heart of Austin Neighborhoods. It would direct heavy traffic over the Edwards Aquafer recharge zone, the Flint Ridge Cave recharge zone, over our most cherished recreational areas like Zilker Parkland, over Barton Creek and Barton Springs watersheds, over Town Lake, over our greenbelt parkland hike-bike trails, and essentially over Austin High School.

The current plan to build out MoPac Loop 1 with a double decker bridge over Town Lack would cause harm and cumulative impacts to multiple natural and cultural treasures that currently support a livable Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Lady Bird Lake Park, Austin Pets Alive, the Edwards Aquifer, Barton Springs pool, multiple plant, water and wildlife species, many endangered species, and Austin blind salamanders.

Therefore, we are asking that you remove the proposed new 4-toll lanes and double decker bridge on MoPac over Lady Bird Lake from the transportation plans. We vote for the no build option.

Taking the time to study the entire tolled MoPac Loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on

projects that would benefit, rather than harm, the Austin region. As proposed, toll revenues will only pay half or less of the costs; local taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances. What TxDOT and CTRMA cannot accomplish with billions of dollars, we can achieve with buckets of paint. We want smart lanes, not more pavement and tolls. --We say NO to building a second Interstate 35 through Austin to ruin the heart and soul of Austin along the way.
We want to Keep MoPac

Sincerely,
Texans AgainstTolls
[redacted]
11/20/2015

MoPac South

ENVIRONMENTAL STUDY

4th attempt! CTRMA # Fax [redacted]

MoPac South from Cesar Chavez Street to Slaughter Lane

Open House – November 10, 2015

3rd attempt: CAMPO's Fax # [redacted]

COMMENT FORM

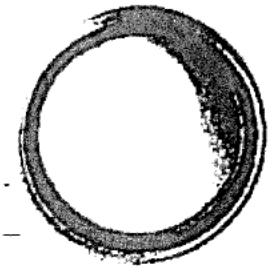
DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT) from [redacted]

ADDRESS

COMMENTS: This is a cover page for the following faxed pages of comments.



What TxDOT/CTRMA cannot accomplish with billions of dollars, we can achieve with buckets of paint. Smart lanes, not more pavement and tolls.

We have found a problem with the fax # you gave us, so we are faxing to CAMPO offices in hopes they can work with your office.

Thank you, Mary Anderson [redacted]

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)). Check each of the following boxes that apply to you.

☐ I am employed by TxDOT

☐ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

[redacted]

WF-2630

EPSON
EXCEED YOUR VISION

Fax Last Transmission

PAGE. 001/001
19.12.2015 06:25 PM

Name : Mary Anderson [redacted]
Fax : 5124513914

Our attempt to send to CTRMA ⇒ They gave wrong Fax #.

Receipt Date and Time	19.12.2015	06:22PM
Start /Finish	19.12.2015	06:22PM /19.12.2015 06:25PM
Result	Error	

A communication error has occurred during the fax transmission.
If you are sending, please try again and/or call to make sure the recipient's fax machine is ready to receive faxes.

Date	Time	Type	ID	Duration	Pages	Result
19.12	06:24PM	Send	5129969784	00:00	000/019	No Answer

Note to receivers
the time on my fax machine
is 1 hr ahead.

FAXED AT

MoPac South

ENVIRONMENTAL STUDY

4th attempt: CTRMA # Fax [redacted]

MoPac South from Cesar Chavez Street to Slaughter Lane

Open House – November 10, 2015

3rd attempt: CAMPO's Fax # [redacted]

COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

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NAME (PLEASE PRINT) from [redacted]

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19.12	06:24PM	Send	5129969784	00:00	000/019	No Answer

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MoPac South Environmental Study

4th attempt: [redacted]

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

3rd attempt: CAMPO's Fax #: [redacted]

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NAME (PLEASE PRINT): from Texans Opposed To Tolls @ Yahoo.Com

ADDRESS

COMMENTS: This is a cover page for the following faxed pages of comments.

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[redacted]

WF-2630

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Date	Time	Type	ID	Duration	Pages	Result
19.12	06:24PM	Send	5129969784	00:00	000/019	No Answer

Note to receivers
the time on my fax machine
is 1 hr ahead.

KeepMopacLocal

Pg 1 of 2

GO TO KeepMopacLocal.org FOR MORE INFORMATION AND TO SEND A SINGLE EMAIL MESSAGE TO TxDOT, CTRMA AND OUR LOCAL OFFICIALS.

AUSTIN HIGH SCHOOL COMMUNITY FORUM
NOVEMBER 9, 2015

Purposes of Forum:

Provide information on pending toll road agency (CTRMA) and TxDOT proposals for South Mopac and the larger proposed SH 45SW/Mopac toll loop

Answer your questions and hear your comments

Obtain your written comments on the future of Austin, the Mopac corridor, and alternatives to making Mopac a second, partially tolled I-35 through Austin

DON'T LET THE TOLL PLANNERS FOOL YOU

Toll road planners are trying to pull a fast one. They want us to choose between one of six different toll road options –on just the eight miles from Lady Bird Lake to Slaughter Lane.. as if that's all there is.

But there are better, non-tolled options. And there are much bigger questions at play.

HERE'S WHAT THEY'RE NOT TELLING US:

Mopac South is just one piece of a massive 6 to 14 lane, 18-mile freeway/toll loop project *that would connect South Mopac to I-35 by building the SH 45 SW toll road.* This toll loop project has been chopped up into four separate environmental studies – so the public never gets to consider the whole, and one piece leads to the next without ever considering better alternatives

It would put up to 60,000 extra cars and trucks a day on Mopac, which will become a second I-35 roaring through the city---serving long-distance 18- wheelers and car traffic. The proposed 4-lane toll expansion is not for current commuters – it's for interregional traffic diverted from I-35.

None of CTRMA and TxDOT's environmental studies for Mopac or SH 45 SW consider the impacts of I-35 traffic diverted to Mopac, yet TxDOT and CTRMA told Wall Street bond buyers that South Mopac would be connected to I-35 by 2025 by completing SH 45 SW.

Even without considering traffic from I-35, the TxDOT and CTRMA studies predict traffic gets much worse for everyone on Mopac except for those who can access and afford the toll lanes.

Keep Mopac local Cont'd Pg 2 of 2

The 45 SW/Mopac toll loop project will degrade Austin's beauty and national image while making traffic worse, not better for Austin drivers.

It will choke traffic on Cesar Chavez, around Austin High, and on connected and parallel roads, dumping thousands of extra rush hour cars a day onto Caesar Chavez right at Austin High.

The "dynamic pricing" toll lane fares can rise to $13 and higher for a one way eight mile trip from Slaughter Lane to Cesar Chavez during peak hours. These Lexus Lanes won't help regular drivers. The toll road agency makes more money the worse the traffic gets on the free lanes.

Toll revenues only pay a fraction of the costs for building the toll projects. Our limited tax dollars are used to subsidize the toll projects while other projects languish.

It will pave through pristine watershed protection lands that protect Barton Springs and the Austin environment. But the toll authority refuses to study the whole loop, pretending that the pieces don't connect and the only options are toll lanes that feed money to them.

It will destroy the tranquility of the Lady Bird Johnson Wildflower Center, one of our environmental treasures. Noise, air, and visual pollution will also harm Austin High, Lady Bird Lake Park, and iconic Zilker Park, site of world famous music events and a treasure for locals, suburban residents, and visitors alike.

THERE'S A BETTER WAY – Please join us in telling TxDOT and CTRMA . . .

"Study all of it before building any of it"; stop the piece meal studies and don't build SH 45 SW until there is an honest study of the whole loop project and better alternatives for improving north-south traffic without converting Mopac to I-35West.

"NONE OF THE ABOVE" -- Find solutions that improve traffic flow, not make it worse, and which protect Austin High, Zilker Park, Barton Springs, the Wildflower Center, Lady Bird Lake, the Zilker Botanical Gardens, and the Austin Nature & Science Center.

Study and invest our limited transportation dollars in projects that benefit everyone, not just those who can pay the tolls to drive alone.

Remove the tolls from SH 130, making it the preferred route for interregional traffic from south of Austin north to Georgetown. This will reduce traffic on I-35 while saving Mopac.

(TxDOT's own 2011 Blue Ribbon Advisory Council listed paying off the toll debt and making SH 130 a free road as their top priority for reducing congestion and improving traffic flow on I-35 through Austin. At the time, TxDOT had limited funds, but Texas voters approved substantial funding for TxDOT in both November 2014 and November 2015).

Add rush hour HOV lanes, park and rides, public transit options, and improved intersections, not expensive, damaging toll lanes that make congestion worse.

GO TO KeepMopacLocal.org FOR MORE INFORMATION AND TO SEND A SINGLE EMAIL MESSAGE TO TXDOT, CTRMA AND OUR LOCAL OFFICIALS.

Comments for MoPac South Environmental Study- Open House Public Comment Period

Dear CTRMA Board members, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South MoPac expansion toll loop as the real project that is currently being unfairly pushed, piecemeal, onto the Austin community and current MoPac commuters. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to a major interstate thoroughfare.

We are proposing that a comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45 SW/South MoPac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

In the interim, please prioritize making Highways 71 and 183 South; and the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route.

Because of the limited access at the south end, MoPac currently serves local commuters. The CTRMA's piecemeal push to expand MoPac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert MoPac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic which would rip through the heart of Austin and damage the lifestyle of the neighborhood people.

The proposed plan would essentially convert it to "MoPac Interstate 35 West." Thus, MoPac would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while locals would suffer from costly tolls, and even worse congestion than today.

With the current plan, inter-regional and interstate truck and auto traffic would make its way through our most environmentally sensitive areas in the heart of Austin Neighborhoods. It would direct heavy traffic over the Edwards Aquafer recharge zone, over our most cherished recreational areas like Zilker Parkland, over Barton Creek and Barton Springs recharge zones, over Town Lake, over our greenbelt parkland hike bike trails, and essentially over part of Austin High School.

The current plan to build out MoPac Loop 1 with a double decker bridge over Town Lack would cause harm and cumulative impacts to multiple natural and cultural treasures that currently support a livable Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs pool, many endangered species and Austin blind salamanders.

Therefore, we are asking that you remove the proposed new 4-toll lanes and double decker bridge on MoPac over Lady Bird Lake from the transportation plans.

Taking the time to study the entire tolled MoPac Loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region. As proposed, toll revenues will only pay half or less of the costs; local taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

What TxDOT and CTRMA cannot accomplish with billions of dollars, we can achieve with buckets of paint. We want smart lanes, not more pavement and tolls. --We say NO to building a second Interstate 35 through Austin to ruin the heart and soul of Austin along the way.

We want to Keep MoPac Local. No Double Decker Bridge over TownLake!! And Keep MoPac Toll Free!

More: _____

(1) Name: Ryan Foster / Austin Bike
Address: Austin, TX

(2) Name: Lawrence Larsen
Address: [redacted]
Name:
Address:

(3) Name: Andy & Ellen Hobbs
Address: Austin TX 78727

(4) Name:
Address:
Name:
Address: [redacted]

[redacted]

Comments for MoPac South Environmental Study- Open House Public Comment Period

Dear CTRMA Board members, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South MoPac expansion toll loop as the real project that is currently being unfairly pushed, piecemeal, onto the Austin community and current MoPac commuters. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to a major interstate thoroughfare.

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The current plan to build out MoPac Loop 1 with a double decker bridge over Town Lack would cause harm and cumulative impacts to multiple natural and cultural treasures that currently support a livable Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Lady Bird Lake Park, Austin Pets Alive, the Edwards Aquifer, Barton Springs pool, multiple plant, water and wildlife species, many endangered species, and Austin blind salamanders.

Therefore, we are asking that you remove the proposed new 4-toll lanes and double decker bridge on MoPac over Lady Bird Lake from the transportation plans. We vote for the no build option.

Taking the time to study the entire tolled MoPac Loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region. As proposed, toll revenues will only pay half or less of the costs; local taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

What TxDOT and CTRMA cannot accomplish with billions of dollars, we can achieve with buckets of paint. We want smart lanes, not more pavement and tolls. --We say NO to building a second Interstate 35 through Austin to ruin the heart and soul of Austin along the way.

We want to Keep MoPac Local, Put Double Decker Bridge overIH-35--Not LadyBird Lake! And Keep MoPac Toll Free!

Comments for MoPac South Environmental Study- Open House Public Comment Period

Dear CTRMA Board members, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South MoPac expansion toll loop as the real project that is currently being unfairly pushed, piecemeal, onto the Austin community and current MoPac commuters. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to a major interstate thoroughfare.

We are proposing that a comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45 SW/South MoPac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

In the interim, please prioritize making Highways 71 and 183 South; and the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route.

Because of the limited access at the south end, MoPac currently serves local commuters. The CTRMA's piecemeal push to expand MoPac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert MoPac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic which would rip through the heart of Austin and damage the lifestyle of the neighborhood people.

The proposed plan would essentially convert it to "MoPac Interstate 35 West." Thus, MoPac would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while locals would suffer from costly tolls, and even worse congestion than today.

With the current plan, inter-regional and interstate truck and auto traffic would make its way through our most environmentally sensitive areas in the heart of Austin Neighborhoods. It would direct heavy traffic over the Edwards Aquafer recharge zone, over our most cherished recreational areas like Zilker Parkland, over Barton Creek and Barton Springs recharge zones, over Town Lake, over our greenbelt parkland hike bike trails, and essentially over part of Austin High School.

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More:

5 Name: James Brake
Address: Austin

6 Name: Deana Porosheuko
Address: Austin
Name:
Address:

7 Name: Jocelyn Stewart Drew [redacted]

Name:
Address:
Name:
Address:

Comments for MoPac South Environmental Study- Open House Public Comment Period

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In the interim, please prioritize making Highways 71 and 183 South; and the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route.

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Therefore, we are asking that you remove the proposed new 4-toll lanes and double decker bridge on MoPac over Lady Bird Lake from the transportation plans.

Taking the time to study the entire tolled MoPac Loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region. As proposed, toll revenues will only pay half or less of the costs; local taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

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(8) More: Mr. & Mrs. Harris P. Harrell, [redacted]

(9) Name: Theresa Thayer
Address: [redacted]

Name:
Address:

(10) Name: Rick & Kay Broadstreet
Address: Austin TX 78759

Name:
Address:

(11) Name: Dung La (Dung L)
Address: [redacted]

(12) Name: Nancy, Evan & Charles R. Miller
[redacted]

The toll on 290 E also need to go. Move

Comments for MoPac South Environmental Study- Open House Public Comment Period

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Agree

In the interim, please prioritize making Highways 71 and 183 South; and the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route.

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Therefore, we are asking that you remove the proposed new 4 toll lanes and double decker bridge on MoPac over Lady Bird Lake from the transportation plans.

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More: Removing Tolls will get drivers off I-35 and other less congested non-toll roads

(13)

Name: Barbara Richardson
Address: [redacted]
Name:
Address:
Name:
Address:

(14)

Name: James & Virginia Tate
Address: [redacted]
Name:
Address:

Buying back the Toll road would be the best thing Austin could do

Comments for MoPac South Environmental Study Open House Public Comment Period

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More:

15 Name: Scott Morty
Address: [redacted]

Name: Jonny Henderson
16 Address: [redacted]

Name: Michael Chetta
Address: [redacted]

17 Name: Elizabeth Santella
Address: [redacted]

Name:
Address:

18 Name: Elongovia
Address: [redacted]

KeepMopacLocal

Dear CAMPO, City, County and State officials:

Please take action now to:

1. Remove the proposed new 4-toll lanes and double-decker bridge on Mopac over Lady Bird Lake from the proposed 2035 and 2040 long-range transportation plans.

2. Remove the proposed tolled-SH 45 SW and Mopac expansion loop, which would convert Mopac to an alternative Interstate 35 route, from the proposed 2040 long-range transportation plan.

3. Keep I-35 traffic on I-35 – and Keep Mopac as a Local Commuter Highway by removing the proposed connection of Interstate 35 to Mopac via the proposed SH 45 SW

4. Halt any action to build Phase I of SH 45 SW over the Barton Springs recharge zone or otherwise extend South Mopac until there is a comprehensive study of all of the costs and impacts of building an expanded Mopac/SH 45 SW tolled loop connection to Interstate 35.

Also,
Please, Open Sh 130 with 4 lanes to 85!
Before you even consider
Keeping this in the 2040 plan,
The $3 Billion 2040 plan needs an accurate Audit!

Signed: Mary Anderson

Printed: Mary Anderson

Email: [redacted]

Zip Code: Austin TX 7873

Keep Me Informed: Yes No

Comments for MoPac South Environmental Study- Open House Public Comment Period

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Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South MoPac expansion toll loop as the real project that is currently being unfairly pushed, piecemeal, onto the Austin community and current MoPac commuters. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to a major interstate thoroughfare.

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Therefore, we are asking that you remove the proposed new 4-toll lanes and double decker bridge on MoPac over Lady Bird Lake from the transportation plans.

Taking the time to study the entire tolled MoPac Loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region. As proposed, toll revenues will only pay half or less of the costs; local taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

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More:

(19) Name: Kathleen Crandall
Address: [redacted]

Name:
(20) Address: Ben Dickinson
Name: Brandy Dickinson
Address: [redacted]

(21) Name: Martha Maverick
Address: Austin TX 78705

(22) Name: Heater Pollard
Address: [redacted]

Name:
Address:

Comments for MoPac South Environmental Study- Open House Public Comment Period

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Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South MoPac expansion toll loop as the real project that is currently being unfairly pushed, piecemeal, onto the Austin community and current MoPac commuters. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to a major interstate thoroughfare.

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In the interim, please prioritize making Highways 71 and 183 South; and the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route.

Because of the limited access at the south end, MoPac currently serves local commuters. The CTRMA's piecemeal push to expand MoPac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert MoPac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic which would rip through the heart of Austin and damage the lifestyle of the neighborhood people.

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Therefore, we are asking that you remove the proposed new 4-toll lanes and double decker bridge on MoPac over Lady Bird Lake from the transportation plans.

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More:

23 Name: Emily Busse
Address: [redacted]

Name: Katherine Fuentes
Address: [redacted]

Name: Meghan Sylvester
Address: [redacted]

Name: Jason Davis
Address: [redacted]

Name: Lara Wilson
Address: [redacted]

Name:
Address:

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More

(21) Name: [redacted]
Address: [redacted]
Name:
Address:
(22) Name: J R Benson Austin TX 78731
Address:

(23) Name: George Elliot Austin 78731
Address: [redacted]
Name:
Address: Thomas Anderson [redacted]
Name:
Address:

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More:

31 Name: Denise Pinkerton
Address: [redacted]
Name:
Address:
32 Name: Norma Watson
Address: [redacted]

33 Name: SANDRA JONES
Address: [redacted]
Name:
Address:
Name:
Address:

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More:

34

Name: Amy Fairfield

Address: [redacted]

Name:

Address:

35

Name: Brian Lynch

Address: [redacted]

36

Name: Russ Doyle

Address: [redacted]

Name:

Address: David Hazzett [redacted]

Name:

37

Address:

Comments for MoPac South Environmental Study- Open House Public Comment Period

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More: _____

Name: Lynn Rich
Address: Austin Tx 78748

Name: Kevin Reichle [redacted]
Address: Austin TX 7870[redacted]

Name:
Address:

40 Name: Patricia Davis
Address: [redacted]

41 Name: Carol Fritz
Address: [redacted]

Name:
Address:

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More: Tolls are just a scam to enrich the sellout politicians & Big Money Toll— Period!!!

42 Name: Brad Wiard
Address: [redacted]

Name:
Address:

Name: Mary Anderson
Address: [redacted]

43 Name: Tommy Anderson
Address: [redacted]

Name:
Address: [redacted]

Name:
Address:

Comments for MoPac South Environmental Study- Open House Public Comment Period

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More:

94 Name: KURA Marker
Address: [redacted]

95 Name: Ginger Soules
Address: [redacted]

96 Name: Kelli Armstrong
Address: Duval Creek, Austin TX

Name: Helga Monarth
Address: Austin TX 78745 97

Name: Mrs. Kathryn Parker
Address: [redacted] 98

Subject: Fw: Comments DUE Fri.Nov. 20th -STOP TOLLS on South MoPac
From: Texans Against Tolls [redacted]
To: [redacted]
Date: Friday, November 20, 2015 4:29 PM

----- Forwarded Message -----
From: [redacted]
To: Texans Against Toll[redacted]
Sent: Wednesday, November 18, 2015 5:15 PM
Subject: Re: Comments DUE Fri.Nov. 20th -STOP TOLLS on South MoPac

Sent from my IPhone -->No Toll Roads going South in Austin, Tx. The entire area is a major watershed for our drinking water. Please Do Not put an upper deck or Toll Road in that area now! Linda Holder

& Pete Holder

On Nov 18, 2015, at 3:01 PM, Texans Against Tolls <[redacted]> wrote

Comments DUE Fri.Nov. 20th -STOP TOLLS on South MoPac!

Get your friends and family to send in. Remember, more than one comment per person is allowed!

To: Texans Against Tolls <[redacted]>
Sent: Wednesday, November 18, 2015 2:43 PM
Subject: Fw: Public Comments DUE Nov. 20th - South MoPac

On Wednesday, November 18, 2015 2:40 PM, Barbara Rush [redacted]

Mopac South Public Comments DUE FRIDAY, NOVEMBER 20

Please take a minute to let your voice be heard on South MoPac project. You can send an email through the KeepMopacLocal.org website

CTRMA is piecemealing the "Mopac South" project (traffic, environmental impact & costs) into several segments. For example, this study / public comment process is ONLY for the 9 mile segment from Cesar Chavez to Slaughter and does not include the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that will connect Mopac to IH-35, turning it into an IH-35 bypass and adding extra cars, trucks and 18-wheelers daily.

The bottom line is that CTRMA needs to comprehensively study the 18 mile loop as the single project that it is and stop piecemealing the studies as though they don't connect. Austin and Travis County residents deserve the full story!

CTRMA needs to Study All of It BEFORE Building Any of It.

DID YOU KNOW?

- MoPac South is only the first phase of a massive 14-18 lane freeway/toll road project that will connect MoPac to IH-35, via SH45. *(To be completed in 10 years[1])*
- When completed it will add extra cars, trucks & 18-wheelers daily on MoPac, turning MoPac into an IH-35 bypass
- The MoPac South Environmental and Traffic Study includes only 9 miles of the 18 mile planned toll road loop and does not include traffic impacts to Austin roads, neighborhoods, businesses, Cesar Chavez, Downtown, Austin High School, Lady Bird Lake, the Butler Hike & Bike Trail, Zilker Park, Barton Springs, the Wildflower Center, Nature Center, air and water quality, etc.
- The double-decker bridge over Lady Bird Lake is still being proposed
- The toll road authority is piecemealing the South MoPac project (traffic/environmental impact) into seven segments (as though it doesn't all connect) and they are NOT conducting a comprehensive study / impact of the full 18-mile toll expansion
- MoPac toll plan will pave over sensitive watershed and protected lands
- MoPac toll lane fares can cost as much as $12 and higher for a one way 9 mile trip from Slaughter Lane to Cesar Chavez
- Building 2 toll lanes in each direction on MoPac South will NOT make travel time faster for vehicles on the "free" lanes
- For IH-35 congestion relief, a TxDOT Committee recommends removing the tolls from SH-130, making it the preferred route for interregional traffic from south of Austin to north of Georgetown

[1] *Central Texas Turnpike System Revenue Bonds prospectus dated January 15, 2015, p. 7-13) Phase 2 Project between FM 1625 and IH-35, scheduled for completion in 2025.*

Please send in your comment today at KeepMopacLocal.org

Comments for MoPac South Environmental Study, Open House Public Comment Period

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Mor [redacted]

99 Name: Randal Mack

Address: [redacted] TX

Name: Janet Kendall + Donna

50 [redacted]

91 Name: Pedro Alvarez

Address: [redacted] TX

92 Name: [redacted]

Address: [redacted]

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More: 57 K. Jackson, Dashen Dr, Leander TX 78641

57 Name: Bend[redacted] Name: Jim & Kay Stewart

Address: [redacted] Address: [redacted]

TX

55 Name: Jeffrey & Matthew Holder Name:

Address: James Holder

N [redacted] Name: [redacted]

A [redacted] Address:

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More:

58 Name: Michael Clark
Address: [redacted]

Name: Eric Mueller
Address: [redacted]

Name:
Address:

59 Name: Roberta Hill
Address: Austin 78703

Name: JACLYN McNULTY
Address: Austin TX 78704

61 62 Name: Marjorie Captain
Address: Austin, TX 78728

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More: _____

62 Name: Bill Jackson
Address: [redacted]

Name:
Address:

Name:
Address:

65 Name: Kelli McIntyre
Address: [redacted]

Name:
Address:

Name:
Address:

64 Name: Kim Vanallen, [redacted]

Comments for MoPac South Environmental Study- Open House Public Comment Period

Dear CTRMA Board members, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South MoPac expansion toll loop as the real project that is currently being unfairly pushed, piecemeal, onto the Austin community and current MoPac commuters. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to a major interstate thoroughfare.

We are proposing that a comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45 SW/South MoPac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase 1 of SH 45 SW.

In the interim, please prioritize making Highways 71 and 183 South; and the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route.

Because of the limited access at the south end, MoPac currently serves local commuters. The CTRMA's piecemeal push to expand MoPac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert MoPac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic which would rip through the heart of Austin and damage the lifestyle of the neighborhood people.

The proposed plan would essentially convert it to "MoPac Interstate 35 West." Thus, MoPac would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while locals would suffer from costly tolls, and even worse congestion than today.

With the current plan, inter-regional and interstate truck and auto traffic would make its way through our most environmentally sensitive areas in the heart of Austin Neighborhoods. It would direct heavy traffic over the Edwards Aquafer recharge zone, over our most cherished recreational areas like Zilker Parkland, over Barton Creek and Barton Springs recharge zones, over Town Lake, over our greenbelt parkland hike bike trails, and essentially over part of Austin High School.

The current plan to build out MoPac Loop 1 with a double decker bridge over Town Lack would cause harm and cumulative impacts to multiple natural and cultural treasures that currently support a livable Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs pool, many endangered species and Austin blind salamanders.

Therefore, we are asking that you remove the proposed new 4-toll lanes and double decker bridge on MoPac over Lady Bird Lake from the transportation plans

Taking the time to study the entire tolled MoPac Loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region. As proposed, toll revenues will only pay half or less of the costs; local taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

What TxDOT and CTRMA cannot accomplish with billions of dollars, we can achieve with buckets of paint. We want smart lanes, not more pavement and tolls. --We say NO to building a second Interstate 35 through Austin to ruin the heart and soul of Austin along the way.

We want to Keep MoPac Local, No Double Decker Bridge over TownLake!; And Keep MoPac Toll Free!

More:_____

Name: STEVE HANNA [redacted]

Address: [redacted]

Name: WINSTON SMITH

Address: [redacted]

Name:

Address:

Name:

Address:

Name:

Address:

Name:

Address:

Comments for MoPac South Environmental Study - Open House Public Comment Period

Dear CTRMA Board members, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South MoPac expansion toll loop as the real project that is currently being unfairly pushed, piecemeal, onto the Austin community and current MoPac commuters. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to a major interstate thoroughfare.

We are proposing that a comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45 SW/South MoPac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

In the interim, please prioritize making Highways 71 and 183 South; and the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route.

Because of the limited access at the south end, MoPac currently serves local commuters. The CTRMA's piecemeal push to expand MoPac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert MoPac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic which would rip through the heart of Austin and damage the lifestyle of the neighborhood people.

The proposed plan would essentially convert it to "MoPac Interstate 35 West." Thus, MoPac would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while locals would suffer from costly tolls, and even worse congestion than today.

With the current plan, inter-regional and interstate truck and auto traffic would make its way through our most environmentally sensitive areas in the heart of Austin Neighborhoods. It would direct heavy traffic over the Edwards Aquafer recharge zone, over our most cherished recreational areas like Zilker Parkland, over Barton Creek and Barton Springs recharge zones, over Town Lake, over our greenbelt parkland hike bike trails, and essentially over part of Austin High School.

The current plan to build out MoPac Loop 1 with a double decker bridge over Town Lack would cause harm and cumulative impacts to multiple natural and cultural treasures that currently support a livable Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs pool, many endangered species and Austin blind salamanders.

Therefore, we are asking that you remove the proposed new 4-toll lanes and double decker bridge on MoPac over Lady Bird Lake from the transportation plans.

Taking the time to study the entire tolled MoPac Loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region. As proposed, toll revenues will only pay half or less of the costs; local taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

What TxDOT and CTRMA cannot accomplish with billions of dollars, we can achieve with buckets of paint. We want smart lanes, not more pavement and tolls. –We say NO to building a second Interstate 35 through Austin to ruin the heart and soul of Austin along the way.

We want to Keep MoPac Local, No Double Decker Bridge over TownLake!! And Keep MoPac Toll Free!

More: _____

Name: Nancy Fowler
Address: Austin, TX 78739

Name: John Richter
Address: [redacted]

Name:
Address:

Name: [illegible]
Address: [illegible]

Name: Brenda Beilharz
Address: [redacted]

Name:
Address:

Comments for MoPac South Environmental Study- Open House Public Comment Period

Dear CTRMA Board members, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South MoPac expansion toll loop as the real project that is currently being unfairly pushed, piecemeal, onto the Austin community and current MoPac commuters. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to a major interstate thoroughfare.

We are proposing that a comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45 SW/South MoPac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

In the interim, please prioritize making Highways 71 and 183 South; and the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on these routes.

Because of the limited access at the south end, MoPac currently serves local commuters. The CTRMA's piecemeal push to expand MoPac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert MoPac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic which would rip through the heart of Austin and damage the lifestyle of the neighborhood people.

The proposed plan would essentially convert it to "MoPac Interstate 35 West." Thus, MoPac would be overwhelmed with I 35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while locals would suffer from costly tolls, and even worse congestion than today.

With the current plan, inter-regional and interstate truck and auto traffic would make its way through our most environmentally sensitive areas in the heart of Austin Neighborhoods. It would direct heavy traffic over the Edwards Aquafer recharge zone, the Flint Ridge Cave recharge zone, over our most cherished recreational areas like Zilker Parkland, over Barton Creek and Barton Springs watersheds, over Town Lake, over our greenbelt parkland bike-bike trails, and essentially over Austin High School.

The current plan to build out MoPac Loop 1 with a double decker bridge over Town Lack would cause harm and cumulative impacts to multiple natural and cultural treasures that currently support a livable Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Lady Bird Lake Park, Austin Pets Alive, the Edwards Aquifer, Barton Springs pool, multiple plant, water and wildlife species, many endangered species, and Austin blind salamanders.

Therefore, we are asking that you remove the proposed new 4-toll lanes and double decker bridge on MoPac over Lady Bird Lake from the transportation plans. We vote for the no build option.

Taking the time to study the entire tolled MoPac Loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region. As proposed, toll revenues will only pay half or less of the costs; local taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

What TxDOT and CTRMA cannot accomplish with billions of dollars, we can achieve with buckets of paint. We want smart lanes, not more pavement and tolls. --We say NO to building a second Interstate 35 through Austin to ruin the heart and soul of Austin along the way.

We want to Keep MoPac Local, Put Double Decker Bridge over IH-35--Not LadyBird Lake!
And Keep MoPac Toll Free!

72 Name: Paula Edelenbos 73
Address: [redacted]
Austin
Name: _____
Address:
Name:

Name: Denny Jackson
Address: [redacted]
Name: _____
Address:
Name:

Comments for MoPac South Environmental Study- Open House Public Comment Period

Dear CTRMA Board members, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South MoPac expansion toll loop as the real project that is currently being unfairly pushed, piecemeal, onto the Austin community and current MoPac commuters. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to a major interstate thoroughfare.

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In the interim, please prioritize making Highways 71 and 183 South; and the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route.

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We want to Keep MoPac Local. No Double Decker Bridge over TownLake!! And Keep MoPac Toll Free!

More: _____

Name: Raquel Fernandez
Address: [redacted]

Name: Margaret Holder
Address: [redacted]

Name: Carlos Enrique Fernandez
Address: [redacted]

Name:
Address:

Name: David Quinto-Pozos
Address: [redacted]

Name:
Address:

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 2:25:54 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Rachit Thakkar
[redacted]
11/19/2015

Honorable Thom Farrell, Mayor, & Members of the Rollingwood City Council

RE: Please take action oppose tolled, elevated lane expansion of Mopac and the connection of South Mopac to Interestate 35

Dear Mayor Farrell and Members of Council:

Please take action to oppose both the expansion of Mopac with tolled and elevated lanes and the connection of South Mopac over to Interstate 35 with the proposed SH 45 SW toll road. With limited access at the south end, Mopac currently serves local commuters. If South Mopac is expanded and connected to I-35, it will be converted from serving local commuters into an alternate I-35 serving long-distance, inter-regional car and truck traffic. This would make traffic on Mopac worse, not better for current Mopac commuters, including Rollingwood residents.

Thank you for your consideration.

Signed:

Printed Name:

Address: [redacted]

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Thomas Thayer

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

I don't have a big problem adding lanes to South Mopac. However, better than tolled lanes would be HOV or even HOT lanes. Toll only lanes do nothing to encourage carpooling. With HOV lanes and better transit + carpooling, Mopac may only need to be expanded 2 lanes instead of 4. New money from state propositions could pay for this expansion.

Do not connect Mopac + I-35 as it would crush traffic, rendering any improvements obsolete. Study what impact connecting SH 45 to I-35 would have on Mopac traffic.

Also don't build a second level at Mopac + the river. Any improvements should fit in with the current single deck of traffic.

SH 130 should be the alternative for I-35, not Mopac.

COMMENTS ON VIRTUAL OPEN HOUSE

Tom	Thayer	11/19/15	I do like the shared use path spanning the length of the project. However, I do have a couple suggestions to improve it. On the south side of the Barton Creek Bridge, extend the shared use path on the west side of MoPac to connect to Southwest Parkway. The YBC trail will likely start from near this intersection, so it would be good for the shared use path to extend here. Also, at Williamson Creek, there should be a shared use path crossing under MoPac to the west side of the highway extending south to William Cannon. The Violet Crown Trail was originally supposed to extend along the west side of the highway behind the shopping center to the intersection of William Cannon and Brush Country. It would be great if the MoPac project could build this connection. The reason is that the William Cannon and MoPac intersection is very dangerous, especially on the east side where traffic whips right around the corner from William Cannon to MoPac very quickly regardless of if the light is red or green going down the west side of MoPac and crossing William Cannon at MoPac is much safer. As for the travel lanes, I am opposed to the double deck highway design through Zilker Park and over Town Lake. This would be so unsightly and noisy as elevated lanes usually are. Why can't the express lanes go under the main lanes to connect to Cesar Chavez? Or better yet, don't have a solid barrier between the express lanes and main lanes allowing for easier access between the two. Restriping and soft posts can be used to separate the lanes.

From: [redacted]
Sent: Thursday, November 19, 2015 11:51 PM
To: [redacted]
Subject: [AustinBAC] MoPac South project

I have not been following the Mopac South Project very closely, but I quickly reviewed the project maps as there is an official comment deadline tomorrow.

I see two things that could be improved at first look:
South of the Barton Creek Bridge, there is a short shared use path on the west side of the highway, but it does not extend all the way down to Southwest Parkway (the main path goes on the east side). I think the path should extend down the west side of the highway to Southwest Parkway which is likely close to where the YBC Trail will start. It would be great if they could build the beginning of the YBC Trail, but this would likely be outside of the project area.

At Williamson Creek, the Violet Crown Trail is planned to cross under MoPac and end at the Randalls parking lot. The Violet Crown Trail was originally supposed to extend along the west side of the highway behind the Randalls shopping center to the intersection of William Cannon and Brush Country, but they didn't have enough money in their budget for that for now. It would be great if the MoPac project could build the trail on the west side of the highway from Williamson Creek to the William Cannon/Brush Country intersection. This would be much safer than only having a path on the east side of MoPac going through the William Canon/MoPac intersection. This is a very dangerous intersection with right-turning traffic swiftly moving from William Cannon on to MoPac whether the light is red or green.

You can view the plans here: http://www.mopacsouth.com/multimedia/maps.php

You can make an official comment here: http://www.mopacsouth.com/voh/contact.php

The comment period closes 11/20/15. Feel free to comment on other aspects of the project such as double deck lanes through Zilker Park and over the Lake.

Tom Thayer

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Thursday, November 19, 2015 11:38 PM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#403]

Name * Tom Thayer

Email * [redacted]

Address

Message *

I do like the shared use path spanning the length of the project. However, I do have a couple suggestions to improve it. On the south side of the Barton Creek Bridge, extend the shared use path on the west side of MoPac to connect to Southwest Parkway. The YBC trail will likely start from near this intersection, so it would be good for the shared use path to extend here.

Also, at Williamson Creek, there should be a shared use path crossing under MoPac to the west side of the highway extending south to William Cannon. The Violet Crown Trail was originally supposed to extend along the west side of the highway behind the shopping center to the intersection of William Cannon and Brush Country. It would be great if the MoPac project could build this connection. The reason is that the William Cannon and MoPac intersection is very dangerous, especially on the east side where traffic whips right around the corner from William Cannon to MoPac very quickly regardless of if the light is red or green. going down the west side of MoPac and crossing William Cannon at MoPac is much safer.

As for the travel lanes, I am opposed to the double deck highway design through Zilker Park and over Town Lake. This would be so unsightly and noisy as elevated lanes usually are. Why can't the express lanes go under the main lanes to connect to Cesar Chavez? Or better yet, don't have a solid barrier between the express lanes and main lanes allowing for easier access between the two. Restriping and soft posts can be used to separate the lanes.

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 4:30:13 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
steffany thees
[redacted]
11/20/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 12:21:17 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.
I CHOOSE NONE OF THE CHOICES YOU ARE CURRENTLY OFFERING. MoPac runs through precious natural green spaces and historic and established Austin neighborhoods where our children are growing up! It needs to remain a local road and not turn into a western version of I-35 that could be RUINOUS to our city's future.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, PARK & RIDES - please! - connecting to increased MetroRapid buses, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse. Bring more pressure to bear to once & for all establish smart mass transit in Austin rather than putting energy toward ill-advised road projects such as this one that could ruin what makes Austin special.

Thank you for your public service and your thoughtful consideration of this matter.

Cc: Austin area local, State and Federal officials

Sincerely,
Colleen Theriot
[redacted]
11/18/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Ryan Therrell [redacted]
Sent: Monday, November 09, 2015 2:11 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Ryan Therrell
[redacted]

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: [redacted]

Address: [redacted]

AUSTIN Email:

CC: Local and Austin area State and Federal officials CTRA

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

- #1 PRIORITY fix I35 — AS IS. EXPANSION OF I35 OTHER THAN I30 IS NOT A SOLUTION.
- STUDY RESULTS of other City SOLUTIONS THAT FOCUSED ONLY ON MORE LANES & TOLL. IF YOU NEED SUGGESTED STUDY SITES see CONTACT ME.
- Don't let ROAD BUILDING BUSINESS DEFINE SOLUTIONS (TOLL TROLLS)
- STUDY HOV/ MOBILITY - TRANSIT, HOV LANES, FREE TOLL
- STUDY HOW I30 (built) CAN BETTER SERVE AUSTIN (#1)

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Tracy Thomas

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

PLEASE → Do Comprehensive Study before proceeding

→ Allow a VOTE

→ NO 18 WHEELERS ON MOPAC

→ MAKE SH 130 free for thru 18 Wheelers

→ PROTECT OUR Greenspace, " OUR SPRINGS " the PEACE of the City

→ DON'T kill the Goose that lays the golden eggs..!!

AUSTIN HAS Grown to this point because of its natural Beauty. Freeways / Toll Roads are NOT beautiful.

→ PROMOTE ALTERNATIVE TRANSportation.

COMMENTS ON VIRTUAL OPEN HOUSE

David	Thompson	11/5/15	When designing the sound barrier walls on the south portion of Mopac please try to not build them as high as some of the ones on the north Mopac project currently under construction. Some are ridiculously high and unnecessary which leaves a driver feeling like they're in some sort of concrete canyon...aka Dallas or Houston which is NOT what folks in Austin want. We value our greenery (trees, etc) and the extremely tall walls on the north project block out anything but the concrete walls (which in the summertime only add to the glare and heat trapping affect on the freeway). Please consider this when designing the south project. Thank you.

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): DAVID Thomlison

ADDRESS: 78731

COMMENTS: 2 Lanes + Elevated exit make the only sense.

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

☐ I am employed by TxDOT

☐ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): Greg Thompson

ADDRESS: [redacted]

COMMENTS: All of the options seem to me to be a 1950s solution to the problem of traffic congestion, namely building more roads for more cars regardless of eventual congestion from the ever increasing number of cars from the increasing population of the city. TxDOT & CAMPO still seem to be unaware of solutions found in European & Asian cities: an integrated, multimodal system deemphasizing private autos. This is the only real solution to our congestion. Such a system can be adapted to a spread out city such as Austin. So I think all the options presented are a waste of money and will degrade our quality of life. However, it appears TxDOT & CAMPO are determined to expand S. MoPac for cars, and I am sure they will, unfortunately.

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

☐ I am employed by TxDOT

☐ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

8

[redacted]

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Mike Thompson

Address: [redacted]

78749 Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

1. Tollroads do not relieve traffic congestion no one uses them because of the ridiculous cost They are way underutilized due to cost.

2. Full disclosure to the public can only HELP; non-disclosure creates distrust and animosity

3. Those who use these roads on a day to day basis must be consulted for successful solutions to develop.

4. Proposals that are developed from those who have not used or will not use these roads & structures impacted, will only result in failure long term.

5. Flowing traffic & (Safety) of our students at Austin High must take priority. Not to mention all the events that occur in this area throughout the year which require (safe) (pedestrian) traffic ways

6. While toll roads are not the answer, neither are the underutilized rail systems or additional bike lanes.

Solutions must involve automobile usage by those who Require their own vehicles for various reasons including small business

I have copies of articles, comments, etc. from Austin residents, business owners, Zilker Park, water front activities, and

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 04, 2015 4:40:19 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase 1 of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Paul Thompson
[redacted]
11/04/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Todd Throckmorton [redacted]
Sent: Wednesday, November 18, 2015 1:24 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Todd Throckmorton
[redacted]

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

Marie R

Marie Timmermann [redacted]

Printed Name Address

Additional Comments:

I am very concerned about the impact elevated toll lanes will have on the character of our neighborhood and parks. I am also concerned about the impact it will have in terms of light and noise pollution

COMMENTS ON VIRTUAL OPEN HOUSE

Jeff	Tindle	11/4/15	I work near city hall and live near circle C. I'm absolutely terrified by the future projected commute times with the no build option. I'm sure others are too. I moved here from CA for a tech industry job loving that the life here was less dense and chaotic. I'm clearly not the only one with this ingenious idea. Now, this unavoidable consequence of Austin's rapid growth is slowly turning our work commutes into personal strategies for traffic avoidance, or sluggish tests of driving patience. Obviously, it only gets worse. We can look at other cities for clear examples. A lot of those people probably moved here to escape it. My official comment is this: I think we should do everything in our power to improve the flow of traffic. Infrastructure is absolutely essential, and the choice we make now will literally change the lives of millions of us for the better part of a century. We cannot let short-sighted complaints or grievances deter us from the best long term solution. I know this sounds dreadfully dramatic, but I am dead serious.

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 12:40:26 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Wendy Todd
[redacted]
11/20/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Blake	Tollett	11/2/15	I understand the need to add some capacity to Mo-Pac but putting additional elevated lanes over the lake should not be considered. I am also concerned that this expansion of Mo-Pac is part of a wider plan to connect Mo-Pac to IH35.

John Whitfield

From: Austin Chamber of Commerce [redacted]

Sent: Thursday, November 19, 2015 8:01 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Rhonda Toming

Court Reporter Comment:

MR. DONALD TOWLES:

I just wanted to express my support for maximizing the amount of elevated structures on the project, amount of bridge structures versus building that great widening. I have a preference for maximizing the amount of bridge structures on the corridor.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Jeff Townsend [redacted]
Sent: Wednesday, November 18, 2015 3:00 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Jeff Townsend
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Lisa Trim [redacted]
Sent: Wednesday, November 18, 2015 4:21 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Lisa Trim
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 7:05:25 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Rick Triplett
[redacted]
11/19/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Pace Tripp [redacted]
Sent: Tuesday, November 17, 2015 3:35 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 17, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Pace Tripp
[redacted]

COMMENTS ON VIRTUAL OPEN HOUSE

Dani	Tristan	11/20/15	I don't care about the elevated center highway lane proposed. One thing that would be nice is if someone paved the area under the mopac bridge @ Lady Bird lake. There are alot of people that walk, run, and ride their bike on the trail and park their cars under there there. The parking lot is shit and its like a bumpy circus ride....someone fix the damn thing!!

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 05, 2015 12:30:20 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Amanda Tse
[redacted]
11/05/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Brandon	Turner	11/4/15	Dear CTRMA Staff and Board Members, Please do not add a double-decker over Lady Bird Lake or Double Decker Wishbone bridges over MoPac. I support the addition of 2 Toll lanes each direction without elevated lanes: The 2-lane each direction without elevated lanes option meets all of the MoPac South project "goals and objectives" set by CTRMA The 2-lanes each direction without elevated lanes provides consistency with local plans for park land use and with the 2040 Long Range Plan. The 2-lane each direction without elevated lanes option has the lowest impact to the parks and neighborhoods while still significantly improving travel times and capacity on our roadway. The 2-lane each direction without elevated lanes option provides reduced congestion and travel time savings for all roadway users in 2035 and is only slightly slower than the option with a Double decker over Lady Bird Lake. The 2-lane each direction without elevated lanes option provides reduced congestion and travel time savings for all roadway users in 2035 and is only slightly slower than the option with 40-50 feet elevated Wishbone bridges over MoPac. The 2-lane each direction without elevated lanes option cost is $30 Million less than the Wishbone concept and $40 million less lane the Double Decker Decker concept. The 2-lane each direction without elevated lanes option minimizes impact to our water quality and lowers the impact on the natural and human environment by not building elevated structures near neighborhoods or Lady Bird Lake. he 2-lane each direction without elevated lanes option will be more likely to be delivered in a timely manner because it requires no right of way be taken from Zilker Park, Lady Bird Lake or Lamar Beach Park. I also support the addition of the sidewalk on the west side of MoPac from Lady Bird Lake to Barton Creek Mall. Instead of an 8' sidewalk I would like an 11' multi-use path to accommodate bikes and pedestrians and connect and seamlessly with Phase III of the MoPac bicycle and Pedestrian project. Please make sure to fully consider the social, economic, and environmental consequences. Please ensure the plans you choose support our public park land use, green spaces and community values!

Squarespace [redacted]
Form Submission - New Form - MOPAC/Loop 1 South
November 13, 2015 at 7:32 AM
[redacted]

Name: Robert Turner

Email Address: [redacted]

Subject: MOPAC/Loop 1 South

Message: Dear CTRMA Staff and Board Members,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road.

A double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road will be 45-50 feet above ground level and will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character, look and feel from peaceful and green to highly urbanized and industrial. Elevated lanes will also add more noise and light pollution (than not building up) to Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, and Austin High school

Please ensure the plan you choose support our public parkland use, green spaces and community values.

Sincerely,

Robert Turner
[redacted]

(Sent via

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of James Turpin [redacted]
Sent: Wednesday, November 18, 2015 1:21 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. James Turpin
[redacted]

From: Austin Chamber of Commerce on behalf of Eric Tyler
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 10:34:54 AM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Eric Tyler

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Hale Umstattd [redacted]
Sent: Tuesday, November 17, 2015 3:31 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 17, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Hale Umstattd
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 8:40:23 AM

Dear TxDOT and CTRMA officials:

I am a parent of two Austin High School children and I am very concerned about the South Mopac Project. I do believe that traffic needs to be addressed, however, this plan appears only to increase traffic and is cost preventative for so many. We already have a toll road that is so underutilized.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Ashley Unbehagen
[redacted]
11/19/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Ashley Onbehagen

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

Go back to the drawing board.
None of your proposals work to benefit the safety of our children. AHS has 2000 students - nearly 1/2 are drivers. We already are congested and face serious safety risks. Any of the proposals on the table risk making this situation worse.

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 8:45:30 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
DR Maria-Luisa Urdaneta
[redacted]
11/19/2015

Honorable Thom Farrell, Mayor, & Members of the Rollingwood City Council

RE: Please take action oppose tolled, elevated lane expansion of Mopac and the connection of South Mopac to Interestate 35

Dear Mayor Farrell and Members of Council:

Please take action to oppose both the expansion of Mopac with tolled and elevated lanes and the connection of South Mopac over to Interstate 35 with the proposed SH 45 SW toll road. With limited access at the south end, Mopac currently serves local commuters. If South Mopac is expanded and connected to I-35, it will be converted from serving local commuters into an alternate I-35 serving long-distance, inter-regional car and truck traffic. This would make traffic on Mopac worse, not better for current Mopac commuters, including Rollingwood residents.

Thank you for your consideration.

Signed: Steve V.

Printed Name: Steve Hutchison

Address: [redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Katie Van Dyk [redacted]
Sent: Wednesday, November 18, 2015 3:22 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Katie Van Dyk
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 2:40:27 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Jennifer Van Gilder
[redacted]
11/20/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 4:00:16 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Sally Van Sickle
[redacted]
11/19/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, October 23, 2015 2:35:34 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Jac. van Sitteren
[redacted]
10/23/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, October 22, 2015 9:40:14 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

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Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Catherine van Zanten
[redacted]
10/23/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Elizabeth VanderMeulen [redacted]
Sent: Friday, November 20, 2015 4:16 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 20, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Elizabeth VanderMeulen
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 12:21:03 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Alberto Varon
[redacted]
11/18/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, October 28, 2015 12:10:19 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

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As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Jaclyn Vay
[redacted]
10/28/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 2:10:40 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
jaclyn yay
[redacted]
11/19/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Carter Vecera [redacted]

Sent: Wednesday, November 18, 2015 4:22 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Carter Vecera
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of kelli vecera [redacted]
Sent: Wednesday, November 18, 2015 4:30 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mrs. kelli vecera
[redacted]

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Thursday, October 15, 2015 6:07 PM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#365]

Name * zoila vega

Email * [redacted]

Message * the Austin Heritage Tree Foundation would like a meeting to discuss the Mopac South as well as the Mopac south intersections projects, with focus on tree removal and resulting environmental impact.

This e-mail and any files transmitted with it are confidential and are intended solely for the use of the individual or entity to whom they are addressed. If you are NOT the intended recipient and receive this communication, please delete this message and any attachments.

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 4:05:30 PM

Dear TxDOT and CTRMA officials:

Comments for the public record regarding "Mopac South" project.

We already have a bypass around Austin and its SH130. More effort should be put into making it successful.
REPAINT the lines on South Mopac to add more capacity NOW while you STUDY the impact or necessity of toll lanes on Mopac.
Study all of it before building any of it.

The CTRMA mission is to implement innovative, multi-modal transportation solutions that reduce congestion and create transportation choices that enhance quality of life and economic vitality. Not make loads of money by tolling every road we have in Travis County.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Melissa Velasquez
[redacted]
11/20/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Josh Vincent

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition. RE: PROPOSED SH 45SW/MOPAC TOLL LOOP

RESPECTFULLY, I DON'T SEE HOW THIS PROJECT MAKES ANY SENSE. IT WILL NOT SOLVE TRAFFIC ISSUES, MERELY MOVE THEM. MORE IMPORTANTLY, IT WOULD HAVE AN ADVERSE IMPACT ON THE LAKE AND THE GREENBELT, BOTH ECOLOGICALLY AND AESTHETICALLY. FINALLY, IT'S NOT A GOOD USE OF MONEY. UNDER THE BEST POLITICAL CIRCUMSTANCES, THESE WOULD ALL BE PROBLEMS THAT CALL THE WISDOM OF THIS PROJECT INTO QUESTION. ADD TO THIS THAT THE POLITICAL CIRCUMSTANCES SURROUNDING THE PLANNING AND FUNDING OF THIS PROPOSAL RAISE FURTHER QUESTIONS ABOUT TRANSPARENCY, ACCOUNTABILITY, AND WHETHER THIS IS ACTUALLY IN THE PUBLIC INTEREST.

A BETTER SOLUTION WOULD BE TO REMOVE TOLLS FROM SH 130 TO DRAW TRAFFIC AWAY FROM I-35 AND SAVE MOPAC. THIS IS ALREADY A PRIORITY ACCORDING TO TX-DOT'S OWN BLUE RIBBON ADVISORY COUNCIL. PLEASE CONSIDER THIS MORE CAREFULLY AND ONLY INVEST OUR LIMITED TRANSPORTATION DOLLARS IN PROJECTS THAT ACTUALLY BENEFIT THE COMMUNITY.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Maggie Vineyard [redacted]
Sent: Wednesday, November 18, 2015 1:22 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Miss Maggie Vineyard
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Will Volk [redacted]
Sent: Wednesday, November 11, 2015 3:58 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 11, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mr. Will Volk
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 2:35:37 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Chris Von Dohlen
[redacted]
11/18/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Jennifer	Voss	11/17/15	Thank you for taking the time to review my comments. This topic is very important to me and many others. I request that this comment be registered in the official comments. Mopac currently operates as a local highway serving primarily local commuters. Converting Mopac to be a western alternate to I-35 has never been studied or carefully considered by CAMPO, the City of Austin, Travis County, the CTRMA, TxDOT, or the Austin community. Mopac traffic already exceeds capacity during peak hours. What sort of planning mistakes would we see when adding more traffic to South Mopac by constructing the SH 45 SW toll road at this time and prior to having a comprehensive plan for South Mopac and the Lady Bird Lake bridge? Additionally, the Austin City Council, upon recommendations from the Imagine Austin Citizens Task Force, voted to exclude the proposed SH 45 SW toll from the Imagine Austin plan. And...the Lady Bird Johnson Wildflower Center has identified the proposed construction of SH 45 SW Phase I as posing a threat to the viability of the Center as a result of the added traffic, noise, and other impacts that would be added to South Mopac. While traffic flow and safety improvements on South Mopac are very much needed, any such improvements would likely be overwhelmed when traffic is directed from Interstate 35 and FM 1626 to Mopac by way of the proposed SH 45 SW, causing real harm to Mopac neighbors and current Mopac commuters. I full heartedly support the Lady Bird Johnson Wildflower Center and others in calling for a comprehensive study of the proposed SH 45 SW/Mopac tolled loop expansion prior to construction of SH 45 SW, Phase I and that such comprehensive study analyze alternatives that would improve north-south traffic flow on I-35, SH 130, and Mopac without diverting I-35 traffic to Mopac via the proposed SH 45 SW. I urge the Central Texas Regional Mobility Authority and TxDOT to undertake the above-requested comprehensive study before initiating construction on SH 45 SW. Additionally, all parties should work together to initiate immediate non-tolled improvements to Mopac that would (or could) include restriping of existing shoulders to add a lane; designating a lane a High Occupancy Vehicle lane during peak hours; providing transit and park and ride options; strengthening ride share opportunities; and improving intersections. Thank you, SW Austin resident and long-time citizen that uses Mopac daily and is a mother of a future student at Austin High School Jennifer Voss 11/17/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 9:20:13 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Jennifer Voss
[redacted]
11/19/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 6:30:16 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Greig Waddell
[redacted]
11/19/2015

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

Mary N. Wade

MARY N. WADE [redacted]

Printed Name Address

Additional Comments:

This seems reasonable, and should be seriously considered

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 7:25:24 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Kathleen Waits
[redacted]
11/19/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 11:06:55 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Terry Walch
[redacted]
11/19/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 9:45:33 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Abbe Waldman
[redacted]
11/19/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 8:55:29 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Mary Pat Waldron
[redacted]
11/20/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 3:36:03 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Submitted on behalf of the Sierra Club-Austin Regional Group
Roy Waley, Conservation Chair

Cc: Austin area local, State and Federal officials

Sincerely,
Roy Waley
[redacted]
11/20/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 12:46:14 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Heyden Walker
[redacted]
11/20/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: HEYDEN WALKER

Address: [redacted]

Email [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

DO NOT CONNECT MOPAC TO I-35.
SH 130 WAS SUPPOSED TO BE THE I-35 BY-PASS — PAY OFF SH130 SO IT CAN BE THE BY-PASS WE WERE TOLD IT WOULD BE.

STUDY STRIPING AN HOV LANE. FASTER, CHEAPER, BETTER.

WE NEED GOOD BUS SERVICE IN S. AUSTIN. BUILD PARK + RIDES TO MAKE TRANSIT WORK.

THE CITIZENS OF AUSTIN DESERVE A SAY IN THESE DECISIONS - SOMETHING BEYOND HAVING OUR COMMENTS RECORDED FOR POSTERITY.

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Ed Wallace

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

Make SH130 free and make I-35 underground in Austin to allow East West city streets.

Create HOV lanes on MOPAC

NO Toll Roads!!!

Design for safety of Austin High School.

No widening of Cesar Chavez!!!

No connection of SW 45 TO I-35,

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of kimberly wallace [redacted]
Sent: Tuesday, November 17, 2015 9:41 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 17, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. kimberly wallace
[redacted]

John Whitfield

From: Austin Chamber of Commerce [a[redacted]on behalf of Todd Wallace [redacted]
Sent: Tuesday, November 17, 2015 3:31 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 17, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mr. Todd Wallace
[redacted]

COMMENTS ON VIRTUAL OPEN HOUSE

Patricia and Ted	Wallis	11/20/15	Dear CTRMA Staff and Board Members, In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial. If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options. Please ensure the plan you choose support our public parkland use, green spaces and community values. Sincerely,Patricia and Ted Wallis, 203 Wallis Drive, Rollingwood, Texas 78746

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Clyde Walls [redacted]
Sent: Monday, November 09, 2015 1:11 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 9, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mr. Clyde Walls
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Megan wanek [redacted]
Sent: Monday, November 16, 2015 9:09 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 16, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Ms. Megan wanek
[redacted]

COMMENTS ON VIRTUAL OPEN HOUSE

Bob	Ward	11/20/15	GENERAL COMMENTS 1) Elevated structures should be pursued if they provide the safest and most efficient design for reducing congestion - even if other comments have esthetic concerns. DOT can mitigate those concerns by seeking world class architectural designs. Almost half of Austin's most identifiable structural landmarks are bridges. Renown architects like Santiago Calatrava (who already has designed a pair of bridges in Dallas) can eliminate most concerns over personal esthetic concerns. 2) The final design needs to include 2 express lanes. The future of mass transit efficiency will include greater use of express busses of all sizes originating from various points. Variable pricing combined with multiple lanes will provided the greatest flexibility and offer the most transportation choices for all users while maximizing the peak capacity in both directions. It is possible that the incremental cost for a second lane can be offset by addition tolling fees collected from a second lane. 3) Direct access into and from the downtown area from express lanes will provide the greatest flexibility for future design improvements to Cesar Chaves and the 5th and 6th Street corridors. The mass transit express routes will benefit most by eliminating weaving especially for extended length vehicles. SHARED-USE PATHS 1) Shared-Use Paths should be included on both sides of MoPac from the Mopac Bicycle and Pedestrian Bridge Project (phase I &II) to Barton Springs Road. 2) Existing sidewalks should be widened in this area where feasible to meet contemporary Shared-Use Path design standards. 3) Where the Shared-Use Path intersects streets and driveways, it should be curved to be inset a car-length to better alert vehicles to bicyclists and pedestrian from BOTH directions and Path users to approaching vehicles. 4) Driveway and side streets controlled by stop signs should have "Raised Crosswalks" which exceed ADA requirements and better accommodate all users. 5) Raised crosswalks should have sinusoidal vehicle approaches to better accommodate motorists. 6) Trail Crossing and downward arrow sign assemblies should be provided at all non signalized Shared-Use Path Crossings. 7) Route path closest to property lines and add shade to increase comfort level of service for path users. 8) Existing Shared Use Path from Barton Springs Road to Ladybird Lake should be repaired and modified where needed to meet Shared-Use Path standards. 9) Shared-Use Path south of MoPac Bicycle and Pedestrian Bridge project should connect all the way to the Violet Crown Trail at the intersection of Brodie Lane. BEE CAVES INTERSECTION 1) SB Frontage Road has limited sight distances to the intersection, faded pavement markings and longitudinal pavement joints do not give motorists the best lane guidance. 2) EB on Bee Caves the lane shift is too abrupt (like entering a turn lane) leading some motorists to swerve from left to right. This could be smoothed out. 3) The transition from WB Barton Springs Road to the frontage road is too tight of a radius for conditions leading some motorists to drift onto the shoulder used by bicyclists and pedestrians.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of DeLaine Ward [redacted]
Sent: Wednesday, November 18, 2015 1:29 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. DeLaine Ward
[redacted]

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): Karen Ward

ADDRESS: [redacted]

COMMENTS:

If we are going to do this project, we need to make the biggest impact possible to the most people. For those of us that drive MoPac every day, we feel the traffic delays. Please seriously consider two lanes each way with direct connect down town. With all the people moving to Austin daily, we need more capacity!!!

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

☐ I am employed by TxDOT

☐ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

7

[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Karen Ward [redacted]
Sent: Wednesday, November 18, 2015 1:59 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Karen Ward
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Tommy Ward [redacted]
Sent: Thursday, November 19, 2015 9:53 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Tommy Ward
[redacted]

COMMENTS ON VIRTUAL OPEN HOUSE

Eric	Watts	11/1/15	Dear CTRMA Staff and Board Members, This is a copy and pasted plea from our household. We love the lake and see no great reason to ruin the charm of Lady Bird with a car based elevated road. I also think the idea of a toll road and express lanes is unnecessary. However, it is clear that the ship has sailed and the powers that be, are determined to privatize our roads and join 45 to MoPac come hell or high water. Since it's going to happen no matter what, PLEASE do all you can to limit the environmental impact and capital required to complete this job. Also PLEASE do all you can to ensure that the city run Nature's Way Preschool is not greatly affected by these decisions. Please build a wall to protect them from road noise. Please allow for more pedestrian path width to buffer the school from the road. Remember Austin has a rush hour problem, NOT a traffic problem. Please work on ways to promote carpooling and public transit. A public transit station downtown would be great. Electric railways. Dedicated bus lanes. We lived in NYC for 15 years. The traffic here is NOTHING. The public transit system here is grossly under funded and under supported. The priority is given to single drivers in cars and now better service for only those that can afford to pay the premium. But, like I said before, it's really a lost cause, so just please do the BEST you can to limit your impact. Please be smart and don't build a super highway for a not so super rush hour. Please do not add a double-decker over Lady Bird Lake or Double Decker Wishbone bridges over MoPac. I support the addition of 2 Toll lanes each direction without elevated lanes: The 2-lane each direction without elevated lanes option meets all of the MoPac South project "goals and objectives" set by CTRMA The 2-lanes each direction without elevated lanes provides consistency with local plans for park land use and with the 2040 Long Range Plan. The 2-lane each direction without elevated lanes option has the lowest impact to the parks and neighborhoods while still significantly improving travel times and capacity on our roadway. The 2-lane each direction without elevated lanes option provides reduced congestion and travel time savings for all roadway users in 2035 and is only slightly slower than the option with a Double decker over Lady Bird Lake. The 2-lane each direction without elevated lanes option provides reduced congestion and travel time savings for all roadway users in 2035 and is only slightly slower than the option with 40-50 feet elevated Wishbone bridges over MoPac. The 2-lane each direction without elevated lanes option cost is $30 Million less than the Wishbone concept and $40 million less lane the Double Decker Decker concept. The 2-lane each direction without elevated lanes option minimizes impact to our water quality and lowers the impact on the natural and human environment by not building elevated structures near neighborhoods or Lady Bird Lake. The 2-lane each direction without elevated lanes option will be more likely to be delivered in a timely manner because it requires no right of way be taken from Zilker Park, Lady Bird Lake or Lamar Beach Park. I also support the addition of the sidewalk on the west side of MoPac from Lady Bird Lake to Barton Creek Mall. Instead of an 8' sidewalk I would like an 11' multi-use path to accommodate bikes and pedestrians and connect and seamlessly with Phase III of the MoPac bicycle and Pedestrian project. Please make sure to fully consider the social, economic, and environmental consequences. Please ensure the plans you choose support our public park land use, green spaces and community values!

From: watts
To: atomlinson@HNTB.com; [redacted] steve.adler@austintexas.gov; delia.garza@austintexas.gov; ora.houston@austintexas.gov; pio.renteria@austintexas.gov; greg.cesar@austintexas.gov; ann.kitchen@austintexas.gov; don.zimmerman@austintexas.gov; leslie.pool@austintexas.gov; ellen.troxclair@austintexas.gov; kathie.tovo@austintexas.gov; sheri.gallo@austintexas.gov; greg.malatek@txdot.go; mayorfarrell@cityofrollingwood.com; Travis County Commissioner Brigid Shea; Barbara.Rush@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald.Daugherty@traviscountytx.gov; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; administrator@cityofrollingwood.com; sbeal@mobilityauthority.com; spusteinyk@molilityauthority.com; mespinoza@mobilityauthority.com; mheiligenstein@mobilityauthority.com
Subject: CTRMA Feedback. It"s HOW we solve problems that make us great!
Date: Sunday, November 01, 2015 1:21:18 PM

Dear CTRMA Staff and Board Members,

This is a copy and pasted plea from our household. We love the lake and see no great reason to ruin the charm of Lady Bird with a car based elevated road. I also think the idea of a toll road and express lanes is unnecessary. However, it is clear that the ship has sailed and the powers that be, are determined to privatize our roads and join 45 to MoPac come hell or high water. Since it's going to happen no matter what, PLEASE do all you can to limit the environmental impact and capital required to complete this job.

Also PLEASE do all you can to ensure that the city run Nature's Way Preschool is not greatly affected by these decisions. Please build a wall to protect them from road noise. Please allow for more pedestrian path width to buffer the school from the road.

Remember Austin has a rush hour problem, NOT a traffic problem. Please work on ways to promote carpooling and public transit. A public transit station downtown would be great. Electric railways. Dedicated bus lanes. We lived in NYC for 15 years. The traffic here is NOTHING. The public transit system here is grossly under funded and under supported. The priority is given to single drivers in cars and now better service for only those that can afford to pay the premium. But, like I said before, it's really a lost cause, so just please do the BEST you can to limit your impact. Please be smart and don't build a super highway for a not so super rush hour.

Please do not add a double-decker over Lady Bird Lake or Double Decker Wishbone bridges over MoPac. I support the addition of 2 Toll lanes each direction without elevated lanes:

The 2-lane each direction without elevated lanes option meets all of the MoPac South project "goals and objectives" set by CTRMA

The 2-lanes each direction without elevated lanes provides consistency with local plans for park land use and with the 2040 Long Range Plan.

The 2-lane each direction without elevated lanes option has the lowest impact to the parks and neighborhoods while still significantly improving travel times and capacity on our roadway.

The 2-lane each direction without elevated lanes option provides reduced congestion and travel time savings for all roadway users in 2035 and is only slightly slower than the option with a Double decker over Lady Bird Lake.

The 2-lane each direction without elevated lanes option provides reduced congestion and

travel time savings for all roadway users in 2035 and is only slightly slower than the option with 40-50 feet elevated Wishbone bridges over MoPac.

The 2-lane each direction without elevated lanes option cost is $30 Million less than the Wishbone concept and $40 million less lane the Double Decker Decker concept.

The 2-lane each direction without elevated lanes option minimizes impact to our water quality and lowers the impact on the natural and human environment by not building elevated structures near neighborhoods or Lady Bird Lake.

The 2-lane each direction without elevated lanes option will be more likely to be delivered in a timely manner because it requires no right of way be taken from Zilker Park, Lady Bird Lake or Lamar Beach Park.

I also support the addition of the sidewalk on the west side of MoPac from Lady Bird Lake to Barton Creek Mall. Instead of an 8' sidewalk I would like an 11' multi-use path to accommodate bikes and pedestrians and connect and seamlessly with Phase III of the MoPac bicycle and Pedestrian project.

Please make sure to fully consider the social, economic, and environmental consequences. Please ensure the plans you choose support our public park land use, green spaces and community values!

--
Eric Watts

From: watts

To: [redacted] atomlinson@HNTB.com [redacted] al.alonzi@dot.gov; [redacted] steve.adler@austintexas.gov; delia.garza@austintexas.gov; ora.houston@austintexas.gov; pio.renteria@austintexas.gov; greg.cesar@austintexas.gov; ann.kitchen@austintexas.gov; don.zimmerman@austintexas.gov; leslie.pool@austintexas.gov; ellen.troxclair@austintexas.gov; kathie.tovo@austintexas.gov; sheri.gallo@austintexas.gov; greg.malatek@txdot.go; mayorfarrell@cityofrollingwood.com; Travis County Commissioner Brigid Shea; Barbara.Rush@traviscountytx.gov; ron.davis@traviscountytx.gov; Gerald Daugherty; Margaret.Gomez@traviscountytx.gov; Sarah.Eckhardt@traviscountytx.gov; administrator@cityofrollingwood.com; sbeal@mobilityauthority.com; spusteinyk@mobilityauthority.com; mespinoza@mobilityauthority.com; mheiligenstein@mobilityauthority.com

Subject: MOPAC/LOOP 1 SOUTH

Date: Thursday, November 12, 2015 4:54:54 PM

Dear CTRMA Staff and Board Members,

I may be repeating a previous email, but with all the deadlines for voices to be heard and phases, I've decided to error on 'crazy' and write you again.

I'm not a big fan of copy and pasted letters, or activist type groups that are often myopic in their views. However the points in the below 'copy and pasted' letter from this group are neither self serving or myopic. What I see as a resident of Travis County is an attempt to push a larger agenda of connecting 35 to 45 and MoPac. No one knows what we'll experience once we open the floodgates to 10's of thousands of cars heading north from Hayes County. What we are looking at is the promise of big transportation changes paid for in the form of a Toll Road.

Yes Austin has a rush hour. Will a few more lanes help? Perhaps. Will it cure the problem? I don't believe so. Northern Hayes County is experiencing a huge building boom along with Austin. Consequently the infrastructure as it is will be stressed. Mass transit plans parallel to MoPac were voted down this year by the communities that most frequent MoPac via car transit. Now these same communities are given the keys to car and promised bigger roads and short commutes. Thousands and thousands of dollars in research and planning has been put in to push the agenda for larger roads. But I have two questions. Why are mass transit solutions not gaining traction and will these express lanes terminate in a fashion that actually helps with traffic?

I don't know why people love their cars in Austin so much. I spent 15 years riding the subway in Manhattan and Brooklyn. It worked really well. The culture here has become twisted towards more car travel. Not less. I am yet to see an HOV lane, a bus lane, a train station that terminates in a central downtown location, or light rail proposals that even comes close to the man power being used to push this 45 loop agenda. For a city that is priding itself on Green Initiatives and HiTech solutions, I can't think of a more detached solution than building double height express lanes for the wealthy.

As for road termination, is 4th street going to be able to handle the influx of cars spilling on to it at such a high rate or are we going to see the type of bottle neck that I saw for years in NYC at river crossings? Thousands of cars all going to one small area causes a traffic jam no matter how large the roads are that lead to the destination.

I digress, and cede to the powers that be. The political machine has decided and that toll roads are going to be put in place. It's been determined that we'll sell our roads to the toll industry. It's been determined that Bear Creek with have another leg of 45 on it before 2050. It's all for

progress. Right? Well what if we just did things with a little dignity and didn't build a double decker road that led to nowhere? What if we had some restraint and didn't ruin the big sky look of Downtown Austin? What if we took great care to protect our limited green space in the time of unprecedented growth? Growth is possible, but reclaiming nature and lowering bridges will be impossible. Once it's paved, that's it. It's PAVED.

On that note PLEASE take care of the Botanical Garden, Austin Science and Nature Center, the Nature's Way Pre-School (yes you want to build a huge super highway 50' from a city run preschool, where kids go to learn about nature) and Zilker Park. Please tread lightly, think sound barrier walls, pedestrian buffer lanes, more mass transit, staggered work days, incentives for carpooling. This toll road is not a magic bullet, so you can reduce the caliber from canon size to BB gun if you combine it with other plans. I cringe to think there will one day be an administrator, engineer, politician known as the person who destroyed the charm of the city so we could have more car traffic. Let's not let that be our future.

Have a look Robert Moses. He obsessed over not letting roads and public transportation share the same path. One of his greatest flaws as a planner, was preventing mass transportation to flourish next to highways. I pray Austin's planners have a better view regarding the coexistence of the two transportation options.

PLEASE let's do this the SMART way and consider all of the ideas that I 'copy and pasted' below.

Thanks,
Eric Watts

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose support our public parkland use, green spaces and community values.

Sincerely,

ADDITIONAL IDEAS FOR YOUR LETTER:

I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road.

A double decker over Lady Bird Lake or two double decker wishbone bridges over Mopac at Bee Caves Road will be 45-50 feet above ground level and will impact the hill country feel,

beauty and charm of this special downtown Austin area, and will transform the character, look and feel from peaceful and green to highly urbanized and industrial. Elevated lanes will also add more noise and light pollution (than not building up) to Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, and Austin High school.

I request CTRMA perform an Environmental Impact Statement (EIS) instead of an Environmental Assessment (EA) so a more comprehensive and detailed assessment of impacts can be made available for public review because the project will significantly impact land over the Edwards Aquifer recharge zone, Zilker Park, the Nature and Science Center, Zilker Botanical Gardens, Lady Bird Lake, Austin High School and City of Austin and City of Rollingwood surrounding neighborhoods.

With the significant changes** in the 2015 traffic data presented to the public since the Feb 2015 open house and the major changes approved by voters for regional non-tolled road funding in the recent election, CTRMA's current study should reexamine alternatives to converting MoPac South into a toll road. HOV and transit only lanes should be compared with the toll and general purpose lane options proposed to give the public an understanding of why toll lanes are being considered as the only option. Along with a no-build scenario, options such as expanding telecommuting, ride sharing, and rail should be considered.

**The last MoPac South Open house February 26, 2015, peak period traffic data between Cesar Chavez and Slaughter Lane was:

- Northbound morning (7-9am) 15 minute drive ; 2035 no build 47 minute drive
- Southbound evening (4-6:30pm) 12 minute drive ; 2035 no build 45 minute drive

**The current MoPac South Open House November 21, 2015, peak period traffic data between Cesar Chavez and Slaughter Lane is:

- Northbound morning (7-9am) 23 minute drive (53% increase) ; 2035 no build 52 minute drive (11% increase)
- Southbound evening (4-6:30pm) 16 minute drive (33% increase) ; 2035 no build 51 minute drive (13% increase)

If toll lanes must be built, the 2 Toll lanes each direction without elevated lanes option will have the least impact to the park, schools, recreation centers and neighborhoods:

- The 2-lanes each direction without elevated lanes option meets all of the MoPac South project "goals and objectives" set by CTRMA and this option is consistent with the CAMPO 2040 Long Range Plan. Providing direct access to toll users into the downtown area is not a goal or objective identified by CTRMA or CAMPO for this project.

- The 2-lanes each direction without elevated lanes provides consistency with local plans for park land use because it has the least impact to the park land. Adding elevated lanes damages Austin's parks, restricts community members who use the open spaces, and damages neighboring neighborhoods.

- The 2-lanes each direction without elevated lanes option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

- The 2-lanes each direction without elevated lanes option provides reduced congestion and

travel time savings for all roadway users in 2035 with results comparable to both the Double decker over Lady Bird Lake and double decker wishbone bridges. If free lanes are added to match the capacity of other plans, more congestion and time savings can be achieved without building elevated lanes.

- The 2-lanes each direction without elevated lanes is the more fiscally responsible option because the cost is $30 Million less than the double decker wishbone bridges and $40 million less lane the double decker over Lady Bird Lake concept, but the results are almost identical.

- The 2-lanes each direction without elevated lanes option minimizes impact to our water quality because it will mean less construction and less concrete over our aquifer and near Lady Bird Lake than if elevated structures were built.

- The 2-lane each direction without elevated lanes option lowers the impact on the natural and human environment because there will be less impact to the park and neighborhoods, less noise pollution, less light pollution and less ascetically unattractive bridges than if elevated structures were built.

- The 2-lane each direction without elevated lanes option will be more likely to be delivered in a timely manner because it requires no right of way be taken from Zilker Park, Lady Bird Lake or Lamar Beach Park. There will also be more support from neighboring cities and residents if elevated structures are not included in the plan.

- The 2-lane each direction without elevated lanes provides toll road users and emergency vehicles plenty of time and ability to safely maneuver and exit downtown. If there is an accident on the elevated portion of the toll lane it could actually make response times slower or impossible for emergency responders as there will be no way to exit the elevated structures until fully descended.

I also support the addition of an 11' multi-use path on the west side of MoPac from Lady Bird Lake to Barton Creek Mall. Instead of the proposed 8' sidewalk, I would like to see an 11' multi-use path that can accommodate both bikes and pedestrians and will connect and seamlessly with Phase III of the MoPac bicycle and Pedestrian project.

Please make sure to fully consider the social, economic, and environmental consequences of building up. Please ensure the plans you choose support our public park land use, green spaces and community values.

Copy and Paste the sample letter to get started --- and then make it your own!

--
Eric Watts

..ole Thom Farrell, Mayor, & Members of the Rollingwood City Council

RE: Please take action oppose tolled, elevated lane expansion of Mopac and the connection of South Mopac to Interestate 35

Dear Mayor Farrell and Members of Council:

Please take action to oppose both the expansion of Mopac with tolled and elevated lanes and the connection of South Mopac over to Interstate 35 with the proposed SH 45 SW toll road. With limited access at the south end, Mopac currently serves local commuters. If South Mopac is expanded and connected to I-35, it will be converted from serving local commuters into an alternate I-35 serving long-distance, inter-regional car and truck traffic. This would make traffic on Mopac worse, not better for current Mopac commuters, including Rollingwood residents.

Thank you for your consideration.

Signed:

Printed Name: ERIC WATTS

Address: [redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 9:05:22 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Trudie Weatherford
[redacted]
11/21/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 12:45:29 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Billy Weaver
[redacted]
11/20/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Jesse Weber [redacted]
Sent: Wednesday, November 18, 2015 1:29 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Jesse Weber
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 6:20:24 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Alexis Webster
[redacted]
11/19/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Pattie Cabrera	Webster	11/6/15	Please build two lanes each direction.

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Betty Weed

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

Only one toll lane

No double deck over Lady Bird Lake

No connection to I-35!

Betty Weed

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 4:20:45 PM

Dear TxDOT and CTRMA officials:

Please pull back and study all of the MoPac South projects together before expanding MoPac.

Do not build TX45

Do not connect to I-35

Thank you,
Betty Weed

Sincerely,
Betty Weed
[redacted]
11/20/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 06, 2015 9:40:15 AM

Dear Elected Official,

I am fervently opposed to increasing the highway presence in and around Zilker park. What are we doing if we destroy the beauty of the city in order to bring cars in and out of it ?Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Susan and Rik Wehmeier

Sincerely,
Susan Wehmeier
[redacted]
11/06/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Shirley Weiler

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

I am already horrified at how the large barrier walls block off near west Austin from other neighborhoods.

How about instead of toll roads, put a light rail off MOPAC to get the commuter traffic off MOPAC?

DO NOT TURN MOPAC into an IH 35 West! (by connecting it to IH 35 (via 45 proposed loop?)

Keep west Austin & Town Lake (AKA Lady Bird Lake) beautiful & quiet -
NO DOUBLE decker roads over MOPAC!!

Toll roads only make things worse for the core inclusives. We already pay high land taxes for the privilege of living close in.

HOV's (not of toll roads) during high traffic times.

Take overflow off IH 35 & put it on already existing east toll roads! make it free for truckers going across Texas, not bringing them to W. Austin!

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 7:55:15 AM

Dear TxDOT and CTRMA officials:

As a long-time Austin resident, homeowner, tax-payer and resident of near-downtown Austin, I strongly object to CTRMA's toll lane plans for Mopac South. In fact, I oppose the toll-road concept in general. I view tolling as just another form of regressive taxation, and toll roads ultimately pose a huge debt burden while lining the pockets of foreign conglomerates. Why not create non-toll HOV lanes (common in California and many other parts of the country) to promote car-pooling during rush hour? I wish CTRMA had done that with North MoPac; I predict that when (or if) the Lexus lanes open on N. MoPac, they will do little to alleviate the crushing traffic.

Furthermore, I strongly believe we must keep Mopac local and not connect it to I-35, according to your master plan. And finally, you must not engage in any massive road-building projects in the environmentally sensitive Edwards Aquifer area without completing all necessary environmental impact studies and releasing ALL information to the public.

It's time that Austin consider other innovative, cost-effective strategies for mobility other than tolling, which is a costly and elitist mode of transportation. I will be closely following the Rocky Mountain Institute's mobility initiative in Austin and looking forward to technology-driven solutions to our traffic woes that will not involve the strangulation of Austin by toll roads.

Dale Weisman, age 60
Zilker Neighborhood

Cc: Austin area local, State and Federal officials

Sincerely,
Dale Weisman
[redacted]
11/19/2015

From: Mopac South Contact Form
To: dheath@mobilityauthority.com; Tricia.Bruck@jacobs.com; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#408]
Date: Friday, November 20, 2015 3:15:09 PM

Name * Erin Welch

Email *

Address [redacted]

Message *

I've lived in Austin for nearly 20 years, and I've seen such growth - some good, some bad. The continual influx of people from all over the country has lead to an increase in housing (including housing types), a vibrant and growing entertainment and food scene, but also the ever-present nuisance of increased traffic. We have been a city of non-actors, with 7-10% voter turnout on a regular basis. The few make the rules for the majority, and when this happens, only the minority is actually heard. Traffic is one of the worst things about this city - I put it right up there with affordability (or, lack of affordability). We must enhance and expand our roadway networks, in addition to alternative forms of mass transportation. Mopac South MUST be done, and must take full advantage of existing rights-of-way for maximum benefit and expansion. PLEASE MAKE THIS HAPPEN!

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 10:35:20 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

AND PUBLIC TRANSPORTATION!!!!

Cc: Austin area local, State and Federal officials

Sincerely,
Kerri Welch
[redacted]
11/19/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Matt	Welch	11/11/15	I am concerned with the many options presented by CTRMA thus far. I believe that the proposed changes will have a significant negative impact on the city, particularly the changes proposed for the areas in and around Lady Bird Lake, Cesar Chavez, Zilker Park, etc. I worry that adding additional lanes and encouraging greater traffic flow in these areas will significant detract from the inner-city experience that makes Austin so special. Furthermore, I suspect that such highway changes will ultimately have little, if any, positive impact on the traffic congestion experienced on MOPAC. Adding lanes may have a negligible impact due to the oft-observed phenomenon of 'induced demand', particularly in light of the goal to connect MOPAC, Highway 45, and I-35. Instead, I believe the CTRMA should give due consideration to a more creative and holistic solution that incentivizes more efficient modes of transportation, like buses and carpools, and discourages, rather than facilitates, the inefficient, sprawling type of development that has largely characterized Austin's growth over the last 75 years. Finally, because the proposed changes neither contribute to the built environment, nor significantly improve mobility for ALL residents, I believe the proposed changes are wholly inconsistent with the Imagine Austin Comprehensive Plan, which embodies the vision for Austin shared by its residents. Thank you, Matt Welch

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Lauc Wella

Address: [redacted]

Email:

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

It is critical to study the full potential impacts of all proposed alternatives – and to include an open public participation & comment process. Failure to take action before this study & comment process is not in conformance with your NEPA duties. The Austin community (and all communities) will be best served in the future by a well-balanced transportation network that truly incorporates viable options for all modes and that discontinues our sprawling.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Jennifer Wenzel [redacted]
Sent: Thursday, November 19, 2015 10:01 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Jennifer Wenzel
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 11, 2015 10:35:11 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Stuart Werbner
[redacted]
11/11/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 9:30:12 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Stuart Werbner
[redacted]
11/19/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Stuart Wersbner

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

Local solutions for Local Traffic (as opposed to Texus Lancs for suburbanites/exurbanites)

If anything, our schools, such as Austin High need more land, more traffic buffering, more green buffering; not less.

Any traffic solution must be accessible to & affordable for all Austinites.

Mopac is/was intended to be a local highway for Austin and its most immediate suppurbs. I don't want to see it made into an I-35 lite or an interregional highway. It would be counterproductive to add more traffic to north Mopac soon after completing the current improvements. Actually, it's plain insane!

We need to focus more intensely on mass transit and bike/ped solutions than a destructive

what about SH 130??

Make it cheaper to reduce traffic on I-35

Honorable Thom Farrell, Mayor, & Members of the Rollingwood City Council

RE: Please take action oppose tolled, elevated lane expansion of Mopac and the connection of South Mopac to Interestate 35

Dear Mayor Farrell and Members of Council:

Please take action to oppose both the expansion of Mopac with tolled and elevated lanes and the connection of South Mopac over to Interstate 35 with the proposed SH 45 SW toll road. With limited access at the south end, Mopac currently serves local commuters. If South Mopac is expanded and connected to I-35, it will be converted from serving local commuters into an alternate I-35 serving long-distance, inter-regional car and truck traffic. This would make traffic on Mopac worse, not better for current Mopac commuters, including Rollingwood residents.

Thank you for your consideration.

Signed:

Printed Name: ERIK WEBSTER

Address: [redacted]

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 SOUTH
November 19, 2015 at 7:58 PM
[redacted]

Name: Alyssa West

Email Address: [redacted]

Subject: MOPAC/LOOP 1 SOUTH

Message: Dear CTRMA Staff and Board Members,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built the "2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Thank you for your thoughtful consideration,

Alyssa West

(Sent via

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, October 22, 2015 4:00:32 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Rosemary Wetherold
[redacted]
10/22/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 04, 2015 12:10:13 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Emily Wethington
[redacted]
11/04/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 2:55:23 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Mike Wethington
[redacted]
11/18/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 12:40:22 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
john wheat
[redacted]
11/18/2015

Squarespace [redacted]
Form Submission - New Form - MOPAC/LOOP 1 SOUTH
November 19, 2015 at 6:25 AM
[redacted]

Name: Brian White

Email Address: [redacted]

Subject: MOPAC/LOOP 1 SOUTH

Message: Dear CTRMA Staff and Board Members,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial

If toll lanes must be built the "2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose support our public parkland use, green spaces and community values.

Sincerely,

Brian White

(Sent via

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Gail Whitfield [redacted]

Sent: Wednesday, November 18, 2015 3:53 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Ms. Gail Whitfield
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Marcus Whitfield [redacted]
Sent: Wednesday, November 18, 2015 3:52 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 18, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Marcus Whitfield
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 2:35:24 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Tracey Whitley
[redacted]
11/18/2015

From: Austin Chamber of Commerce on behalf of Zachary Whitley
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 2:03:42 PM

Nov 6, 2015

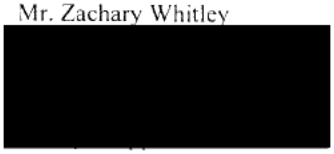
Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Zachary Whitley


From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 7:40:29 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Elizabeth Whitlow
[redacted]
11/19/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Monday, November 09, 2015 5:00:17 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Ramsey Wiggins
[redacted]
11/09/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 12:10:42 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Cynthia Wilcox
[redacted]
11/18/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 8:10:39 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with consistent lanes coming into 360. Mopac needs continuous flow and right now there are at least three constriction/pinch points where load capacity is overwhelmed and traffic comes to a stop.

Toll lanes are TAXES. Stop burdening the people with TAXES when you let the Corporations get off with paying NOTHING and screwing up the entire system. I am sick of this nonsense. Utilize H 130 as you PROMISED you would.

Liars.

Cc: Austin area local, State and Federal officials

Sincerely,
Laura Wilkinson
[redacted]
11/19/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 05, 2015 11:00:17 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Sadly, since I have been in Austin I have seen what was conceived by those in authority an idea they believe will be great for the city, only to quickly see it fail, for a waste of millions of dollars. I wouldn't be able to keep my job if I did that. We have many educated, bright people in this city with all kinds of backgrounds & experiences.. Remember: The wise listen to others counsel. It is wisdom to have other's input. PLEASE - use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson

Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances

Sincerely,
Diane Williams
[redacted]
11/05/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Edwin Williams

Address: [redacted]

[redacted] Email [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

Wait until N. Mopac opens so we can see how it functions. Buses and HOV lanes are part of the solution. Solution must include all roads in area -

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

JEFF WILLIAMS [redacted]

Printed Name Address

Additional Comments:

NOT A BIG FAN OF ANY EXTENSION OF MOPAC BUT IF ANY ADDITION IS MADE, WOULD MUCH PREFER THE 2-TOLL-LANE OPTION OVER AN ELEVATED SOLUTION.

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Saturday, November 07, 2015 6:41 AM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#377]

Name *

Lisa Williams

Email *

[redacted]

Message *

Here's a vote for underpasses at Slaughter and Lacrosse (less visibility and noise) but please construct them in the normal way, not that strange layout they use in France. It's too dangerous to use unorthodox traffic patterns. The situation at the Y at Oak Hill is so, so odd.

Please minimize the noise and visibility from the Wildflower Center. The models I've seen from SOA are really sad.

Lastly, construction should begin at the most congested area, I.e., Cesar Chavez, and then move south. Thanks!

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 7:45:14 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Matt Williams
[redacted]
11/19/2015

From: Austin Chamber of Commerce on behalf of Randy Williams
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 4:03:49 PM

Nov 6, 2015

Ms. Abby Tomlinson
Austin, TX

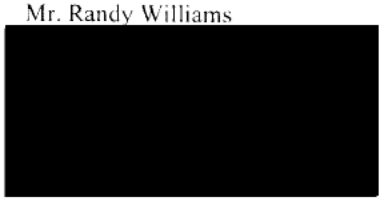
Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Randy Williams



From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 10:20:48 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Sunshine Williams
[redacted]
11/20/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Talley Williams [redacted]
Sent: Saturday, November 14, 2015 1:35 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 14, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Talley Williams
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Matthew Williamson [redacted]
Sent: Thursday, November 12, 2015 10:18 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 12, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Matthew Williamson
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Tricia Williamson [redacted]
Sent: Friday, November 20, 2015 4:46 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 20, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Tricia Williamson
[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 12:16:44 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoids converting Mopac into a second IH-35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on IH-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on IH-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve IH-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the IH-35 bypass we already have work, rather than making Mopac a new IH-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ride-sharing, and improved intersections at Slaughter Lane and LaCrosse Avenue.

Thank you for your consideration.

Cc: Austin area local, State and Federal officials

Sincerely,
Jennifer Wilson
[redacted]
11/18/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Jeremy	Wilson	11/8/15	I have lived in Austin since 1993. I am a Texas vet and current State employee. Please do not go the no build route. Even a toll lane would be better than that. Traffic in the city has become unbearable. We need any improvements you can make ASAP!

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 11, 2015 11:05:18 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

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The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

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Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Brooke Wilton
[redacted]
11/11/2015

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Jimmy Windham [redacted]
Sent: Thursday, November 12, 2015 8:48 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 12, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Jimmy Windham
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Shannon Windham [redacted]
Sent: Wednesday, November 11, 2015 4:59 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 11, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
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Sincerely,

Mrs. Shannon Windham
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 12:45:15 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Eva Winters
[redacted]
11/19/2015

From: Austin Chamber of Commerce on behalf of Becky Wisdom
To: Abby Tomlinson
Subject: MoPac South Improvement Project support
Date: Friday, November 06, 2015 11:03:24 AM

Nov 6, 2015

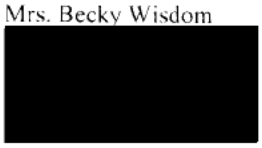
Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mrs. Becky Wisdom


From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 3:10:48 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Sally Wittliff
[redacted]
11/18/2015

John Whitfield

From: Austin Chamber of Commerce [redacted]

Sent: Thursday, November 19, 2015 8:01 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Joel Wixon

Squarespace [redacted]
Form Submission - New Form - Mopac/Loop 1 South
November 17, 2015 at 7:37 AM
[redacted]

Name: Joanna Wolaver

Email Address: [redacted]

Subject: Mopac/Loop 1 South

Message: Dear CTRMA Staff and Board Members,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose support our public parkland use, green spaces and community values.

Sincerely,

Joanna Wolaver
[redacted]

(Sent via

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of James Wood [redacted]
Sent: Friday, November 20, 2015 6:16 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 20, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. James Wood
[redacted]

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Tyler Wood [redacted]
Sent: Tuesday, November 17, 2015 2:01 PM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 17, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Tyler Wood
[redacted]

Court Reporter Comment:

MS. JUDY WOODS:

I am opposed to the Mopac South Project. I took a look at it. I am astounded that you all want to put flyovers on the most sensitive parkland in Austin. It is the most environmentally sensitive parkland in Austin and maybe part of Texas, because it goes right over the aquifer and the Barton Springs recharge zone. And so I'm opposed to that. It's going to give Barton Springs a lot more runoff and dirty up the waters. And that's going to be disastrous. Also, this is where people come to recreate. Austin brings thousands of people into town to go to Fun Fest, Austin City Limits, various concerts down on the shores of Auditorium Shores and the Zilker Park area. This is going to really who wants to go to a festival where it's just ugly and a great big super highway going through? The money that is spent on this project should go to improving I-35. Let's build a flyover over I-35. What's wrong with that? We don't want it here in our parkland area in Austin over Mopac. Mopac is a neighborhood parkway. We don't want it to be a super highway, and we certainly don't want it to be a loop around Austin to take the traffic off of IH-35. The traffic on IH-35 can be alleviated by allowing people to get on SH-130 and by lowering either lowering the tolls or getting rid of the tolls on SH-130 so that more of the truck traffic can go out SH-130 and more of the car traffic would be encouraged to go that way. If you want a solution, that would be a good solution. We don't want Mopac to carry traffic that's a loop through or around Austin. This is our most sensitive neighborhood area, recreational area, living area, environmentally sensitive area because of the recharge zone. Let me repeat that. This is a recharge zone for water we drink, water we use, environmentally sensitive species, beautiful vegetation growth. We don't want extra roads going through there. And we certainly don't want them going through our middle-class/high-income neighborhoods. That's going to be another thing, to mess up our neighborhoods and lower the value of our neighborhoods. What we believe is that TxDOT and CTRMA what TxDOT and CTRMA cannot accomplish with billions of dollars, we can achieve with buckets of paints, smart lanes, not more pavement and tolls. We do not the neighborhoods feel like flyovers would be very detrimental to our way of life, having a huge highway go through our neighborhood with flyovers, a lot of loud noise, dirty traffic, dirty runoff. This is going to affect the Austin Pets Alive Volunteer Center there that helps a lot of little animals be adopted out. It's going to affect the Zilker gardens. The high school is certainly just Austin High School is just astounded that you all are planning on putting a big super highway over the high school. That can even be dangerous. People can

be using the hike and bike trail for years and years. And we ask that that hike and bike trail be improved and developed. Over the last 40 years, I've watched it be improved and developed because we wanted to go there. Who wants to walk on the hike and bike trail and enjoy the birds and the vegetation when right overhead is a huge, loud, noisy super highway. And okay. So you're going to say, "Oh, no. That's not a super highway. "Okay. So it's not. We don't want that going over our recreational area. That's an area that keeps people in Austin healthy. People go there to run, to fish, to picnic, to bring their children, to teach their children things. They go there to swim, to play games, to play baseball, soccer. Sometimes little neighborhood children will practice football or just playing running tag out there in the Zilker Zilker Park fields. It's too close to Zilker Park, what you're developing. And we don't want that. This is very disruptive to our way of life. And it's an environmental disaster. And we want you to consider these comments that I've entered into your comment log. I thank you so much for taking my comments and for considering these conceptions and ideas in deciding not to build this atrocious overhead flyover. The people in Austin are very passionate about not having this. Even though they're not able to come out and make their own comments, I hope that I represent a lot of people that don't want this. I know a lot of people weren't able to come tonight. They probably won't figure out how to send their comments in to you, but I want you to consider my voice as representing thousands of people in Austin. And I thank you so much again.

John Whitfield

From: Austin Chamber of Commerce [redacted] on behalf of Tom Woods [redacted]
Sent: Thursday, November 19, 2015 6:53 AM
To: Abby Tomlinson
Subject: MoPac South Improvement Project support

Nov 19, 2015

Ms. Abby Tomlinson
Austin, TX

Dear Ms. Tomlinson,

According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way.
Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan.

We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"

Sincerely,

Mr. Tom Woods
[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 4:05:16 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse, not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

A huge part of what makes Austin so beautiful and unique is the fact that it's possible to see so much of the river and the greenbelt in the heart of the City. The area around Austin High and Zilker Park is a treasure on so many levels -- civic, cultural, ecological -- that we can't afford to change it without careful consideration. We need to protect what makes our city home.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Virginia A Woods
[redacted]
11/20/2015

COMMENTS ON VIRTUAL OPEN HOUSE

Monica	Woodworth	10/29/15	Please build as many lanes as possible as quickly as possible on South Mopac. Utilize all of the right of way we have to ensure that traffic relief is provided for all of us who have to travel daily on this road. Thank you!

From: [redacted]
To: [redacted]
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 04, 2015 6:30:14 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
JO WRIGHT
[redacted]
11/05/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Luke Wright

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

Building new lanes on South Mopac is a problematic proposal for several reasons. First, as an Austin High student the proposal double decker bridge and flyover exit onto Cesar Chavez would increase traffic for AHS students and put them in further danger. Second, the proposal will actually add traffic after completion and only worsen commuting in Austin.

Third, the added pollution will push the Barton Springs salamander towards extinction due to pollution of Edwards Aquifer. An HOV lane, increased light rail for commuters, and other high-volume mass transit are all better options than the current proposal.

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 7:35:19 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Melanie Wright
[redacted]
11/21/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 1:15:45 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Sarah Gail Wright
[redacted]
11/19/2015

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

Terra Yesne

Terra Yesne [redacted]

Printed Name Address

Additional Comments:

I am very concerned with the plans to redo mopac, specifically concerned with any elevated lanes that will ruin the natural beauty of the downtown area. Not only am I concerned with the esthetic of double decs, I'm concerned w noise + light

pollution. austin is a beautiful city w an amazing downtown and adding any elevation to an already ever expanding sky line will obstruct views. we are building a home very close to mopac. We specifically bought this lot for the unobstructed views of Austin & downtown. ONES will directly impact us as we are specifically building for the amazing views. Please don't do any elevation WE prefer 2 express lanes without direct connections.

NO ELEVATED LANES!

PLEASE!

MOPAC/LOOP 1 SOUTH PUBLIC COMMENT

Dear CTRMA Board Members and Staff,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac close to the downtown area. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac at Bee Caves Road. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built, the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway, with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose supports our public parkland use, green spaces and community values.

Sincerely,

Cindy & Gary Young

CINDY, GARY

Printed Name Young

[redacted]

Address

Additional Comments:

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Friday, November 20, 2015 9:10:35 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Samantha Young
[redacted]
11/20/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Tuesday, November 10, 2015 1:00:18 PM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT see the big picture and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.
** The effect of expanding Mopac has impacts to the local highway nighbors, including Zilker Park, Barton Springs, Deep Eddy, Lady Bird Lake, Austin High School and so many more cherished sites that make Austin the attractive and vibrant community it is today.
** We do not need another I35 running on the current Mopac.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

** In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by reducing or removing the tolls on this route -- - and/or adding tolls to I-35 such that SH 130 is a more attractive option. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple

natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long dista

Sincerely,
Justin Youngblood
[redacted]
11/10/2015

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Tuesday, November 10, 2015 10:30:18 AM

Dear CTRMA Boardmembers, TxDOT officials, and Austin area local, state and federal officials:

Please use your office and personal authority to demand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop as the real project that is currently being pushed, piecemeal, onto the Austin community and current Mopac commuters.

This comprehensive environmental, social, economic, and financial study on the entire 18-mile long 45SW/South Mopac tolled loop (from I-35 south of Austin to Cesar Chavez north of Lady Bird Lake) should be completed before any part of the loop is built, including Phase I of SH 45 SW.

This comprehensive study should also examine alternatives to converting Mopac into a second Interstate 35 through Austin, including improving I-35 itself and SH 130, expanding telecommuting, ride sharing, and transit options, and moving forward with the Lone Start passenger rail project between Georgetown and San Antonio.

In the interim, please prioritize making the SH 130/SH 45 SE eastern bypass function as traffic relief for I-35, as originally intended, by removing the tolls on this route. Also, improve Mopac itself by using existing pavement and bridges more efficiently, by creating a rush hour HOV lane, and by improving intersections at Slaughter Lane and LaCrosse without building a massive toll road for interstate traffic.

Because of the limited access at the south end, Mopac currently serves local commuters. The CTRMAâ€™s piecemeal push to expand Mopac to a total of 12 to 16 lanes and connect the southern end to Interstate 35 via the proposed SH 45 SW toll road would, in effect, convert Mopac from a local commuter highway into a second, or alternate, Interstate 35, serving inter-regional and interstate truck and auto traffic. The current piecemeal study process, which chops up this project into four separate pieces, ignores this fundamental change of Mopac from a local highway to an interstate thoroughfare.

The current, piecemeal conversion of Mopac to Interstate 35 West emerges as a byproduct, or fait accompli, of building each piece, rather than as a choice, carefully analyzed, with consideration of alternatives that would improve north-south commuting without redirecting I-35 traffic to Mopac. As proposed, the expanded capacity would be overwhelmed with I-35 traffic immediately; only those long-distance commuters willing and able to pay tolls would benefit, while everyone else would suffer even worse congestion than today.

The current, piecemeal approach also covers up the harm and cumulative impacts to multiple natural and cultural treasures that make Austin Austin, including the Lady Bird Johnson Wildflower Center, Zilker Park, Austin High, Lady Bird Lake Park, Austin High School, the Edwards Aquifer, Barton Springs, and the endangered Barton Springs and Austin blind salamanders. A comprehensive study would show all of these costs to our community: the piecemeal approach covers them up.

Taking the time to study the entire tolled loop project and better alternatives to improving north-south commuting, would allow us to prioritize immediate spending on projects that would benefit, rather than harm, the Austin region.

As proposed, toll revenues will only pay half or less of the costs; taxpayers will pay the rest, subsidizing the toll lanes that only benefit those who can afford to pay and those travelling long distances.

Please use your authority to insist that common sense and basic planning take place before we build a second Interstate 35 through Austin and ruin the heart and soul of Austin along the way.

Sincerely,
Summer Youngblood
[redacted]
11/10/2015

November 9, 2015

TO: TxDOT and Central Texas Regional Mobility Authority (CTRMA)

FROM: Summer Nordgood

Address: [redacted]

Email: [redacted]

CC: Local and Austin area State and Federal officials

RE: Comments for Mopac South Environmental Study Open House public comment period

Dear TxDOT, CTRMA and Public Officials,

Please accept these comments for the official public comment period, submitted by way of the November 9 Community Forum held by Travis County Commissioner Brigid Shea, Austin Mayor Steve Adler, Austin Councilmembers Kathie Tovo and Leslie Pool, and the Keep Mopac Local coalition.

Keep our city protected. We need to look at our city's culture / lifestyle and study all of this before building it. Instead of building lanes on South Mopac to alleviate future I-35 traffic, utilize the VERY EMPTY SH-130 as an off shoot for I-35. The fact that you built SH-130 with the same purpose and no one uses it should tell you that the idea of a toll road on Mopac will not be successful. Take the tolls off SH-130 and let our community use those roads. Have it be the bypass it was intended to be. Fix I-35 first; don't prime Mopac to be a construction dump as you fix I-35.

Right now, without spending much money, paint over HOV lanes on Mopac.

Focus on how to shift the culture of our city to public transportation.

These proposals will ruin all that is good about our city.

* Pay-off SH-130

Squarespace [redacted]
Form Submission - New Form - Mopac/Loop 1 South
November 19, 2015 at 1:48 PM
[redacted]

Name: Leslie Zachary

Email Address: [redacted]

Subject: Mopac/Loop 1 South

Message: Dear CTRMA Staff and Board Members,

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose support our public parkland use, green spaces and community values.

Sincerely,

Leslie and Andrew Zachary
[redacted]

(Sent via

Charles R. Winfield

From: Leslie Zachary [redacted]
Sent: Thursday, November 19, 2015 1:51 PM
Subject: Smart Mopac Expansion

In addition to other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac. Please do not add a double decker over Lady Bird Lake or two wishbone bridges over MoPac. Elevated lanes will impact the hill country feel, beauty and charm of this special downtown Austin area, and will transform the character from peaceful and green to highly urbanized and industrial.

If toll lanes must be built the"2-toll-lane each direction without elevated lanes" option has the lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadway with travel times in 2035 that are within 3-5 minutes of the double decker options.

Please ensure the plan you choose support our public parkland use, green spaces and community values.

Sincerely,

Leslie & Andrew Zachary

[redacted]

From: [redacted]
To:
Subject: [SPAM] Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 2:25:39 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Joe Zakes
[redacted]
11/18/2015

MoPac South
ENVIRONMENTAL STUDY

MoPac South from Cesar Chavez Street to Slaughter Lane
Open House – November 10, 2015

COMMENT FORM

DEADLINE for Comments: Friday, November 20, 2015

Written comments will also be accepted through the website at www.MoPacSouth.com, by fax to 512-996-9784 or mail to: Central Texas Regional Mobility Authority, C/O MoPac South Environmental Study, 3300 North IH-35, Suite 300, Austin, Texas 78705.

NAME (PLEASE PRINT): RICARDO ZAMARRIPA

ADDRESS: [redacted]

COMMENTS: I AM FULLY SUPPORTIVE OF THE ENTIRE EXPRESS LANE PROJECT AND FAVOR THE OPTION WITH TWO ~~EP~~ EXPRESS LANES AND DIRECT CONNECTORS DOWNTOWN. I ALSO LIKE THE WESTBOUND LAKE AUSTIN BLVD TO SOUTHBOUND MOPAC CONNECTION IN THE COA OPTION OR SOME DERIVATIVE THAT WOULD IMPROVE SOUTHBOUND MOPAC ACCESS FROM WEST BOUND 6TH STREET

This form may be used to provide written comments on this project. Any questions placed 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 letter.

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

☐ I am employed by TxDOT

☐ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

[redacted]

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 5:50:17 PM

Dear TxDOT and CTRMA officials:

The current suggestions for the south Mopac project are all unacceptable as proposed.

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agencyâ€™s 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay $10 to $13 one-way during rush hour.

Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls. Implement TxDOTâ€™s Advisory Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Letâ€™s make the I-35 bypass we already have work, rather than making Mopac a new I-35.

Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Kenneth Zaslow
[redacted]
11/18/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 4:10:36 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Gary Zelazny
[redacted]
11/19/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Thursday, November 19, 2015 9:45:19 AM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Julie Ziegelman
[redacted]
11/19/2015

Bruck, Tricia

From: Mopac South Contact Form <no-reply@wufoo.com>
Sent: Tuesday, October 13, 2015 11:37 AM
To: dheath@mobilityauthority.com; Bruck, Tricia; Abby Tomlinson; Heather Reavey; jengelhardt@rifeline.com
Subject: MoPac South Contact Us Form [#363]

Name * Leigh Ziegler

Email * [redacted]

Address

Message *

I am very interested in the adjacent projects for bicycles and pedestrians (as well as runners) relative to the South Mopac/ Hwy 71 project. As you know the Parkway project does not include the connection between Joe Tanner and the YBC Trail , section 1, the Urban Trail. There are many questions regarding the issues of Water Quality associated with Gaines Creek and Sycamore Creek that permeate the Travis Country neighborhood en route to Barton Creek and are integral to the plan for not only the trail but the elevated toll lane at the intersection that will be going West. Abatements for sound given the deceleration/ acceleration at the intersection hopefully will be addressed to protect the neighbors and wildlife. Is there a means to include the planting of trees along the City of Austin property adjacent to the highway - not specifically for sound abatement as this would not apply-but to offer a buffer and reduce impact?

This e-mail and any files transmitted with it are confidential and are intended solely for the use of the individual or entity to whom they are addressed. If you are NOT the intended recipient and receive this communication, please delete this message and any attachments.

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 1:20:17 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Leigh Ziegler
[redacted]
11/18/2015

From: [redacted]
To:
Subject: Study the whole loop project first before building SH 45 SW
Date: Wednesday, November 18, 2015 7:36:17 PM

Dear TxDOT and CTRMA officials:

Please include these comments in the public record on the proposed 8-mile long "Mopac South" project.

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Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.

Cc: Austin area local, State and Federal officials

Sincerely,
Shaya Zucker
[redacted]
11/19/2015

Attachment J
Court Reporter Transcript

Job No. 2148437

OPEN HOUSE - MoPac South Environmental Study

Texas Department of Transportation and
Central Texas Regional Mobility Authority

HELD TUESDAY, NOVEMBER 10, 2015

****
STATEMENTS ON THE RECORD
****

The following is the Reporter's Record of comments received during the Open House in the above-styled matter on the 10th day of November, 2015, from 3:00 p.m. to 7:30 p.m. at Palmer Event Center, 900 Barton Springs Road, Austin, Texas 78704, before Heidi Morrison, Texas Certified Reporter in and for the State of Texas, reported by stenographic method.

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SPEAKERS:

Mr. Javed Helali

Mr. Donald Towles

Mr. Jeff Jack

Mr. Philip Dorr

Ms. Judy Woods

* * * *

MR. JAVED HELALI: As I said, we are paying toll twice. Once to enter it, once to come out of it. That means to use it and not to use it, we are paying toll.

And my second point is, when does the toll end? I mean, you take the toll because of -- you want to finish -- replenish the cost of the thing. The cost is never replenished? Once a toll road is there, it's always a toll road. It never becomes non-toll.

So what I'm trying to say is that once that amount of money which has been spent on the bridge or whatever it is has been recouped, the toll should stop.

***

MR. DONALD TOWLES: I just wanted to express my support for maximizing the amount of elevated structures on the project, amount of bridge structures versus building that great widening. I have a preference for maximizing the amount of bridge structures on the corridor.

***

MR. JEFF JACK: Okay. First thing I want to talk about is process. It's hard to compare these scenarios. It would have been much better if we had a

tabulation so that you could look at the three different scenarios, segment by segment, and see the pluses and minuses, the differences within each segment for all three together in one place instead of wandering around the room and trying to simulate all that information.

It would be also interesting to know how much this presentation costs. It seems to be very extravagant. There is no data easily accessible on the actual cost of these alternatives that I can find that is easily out there. In other words, when we look at the alternatives, we don't have a very quick read on how much it's going to cost us and how it's going to be funded.

There seems to be no discussion on the unintended consequences or the externalized ramifications of these. In other words, what happens on Cesar Chavez? What happens on Barton Springs Road through Zilker Park? What happens on South Lamar? All of these things are very important as a consequence of these improvements, but they're not really discussed.

With regard to the three options, I think that we have to be very careful not to use this opportunity to create more traffic jams in downtown, that the idea of densifying downtown and this being a facilitator to do that goes against our comprehensive

plan. I think that we should look at other ways that we can spend this money.

I personally believe that with the new funding that the state has made available, we ought to be looking at removing the bonding indebtedness for SH-130 and reverting it back to a true bypass and run a scenario where that is counted into the traffic counts so that we see, if we do that, how much better the congestion would be and the rest of the city if we got all of those cars and trucks off of SH -- I-35.

I think there's some big environmental issues that have not been resolved, particularly the ripple effect of adding more capacity to increasing urban sprawl in south Travis County and northern Hays County and Caldwell County.

I don't think that's been really figured in that we're actually asking people of Austin to suffer through greater traffic congestion in almost all the scenarios to facilitate people coming from way south to get into or bypass or go through Austin. I don't think that's what we should be doing.

***

MR. PHILIP DORR: I moved back here three years ago from Chicago, and I had 26 years of observing toll authorities up there. And they're rife with

corruption, abuse, cronyism, the unions. You know, it's just the whole thing just -- I'm not a fan of tolls.

I've asked a couple of people -- and I shared with a couple of people in here -- as I digress, but when I lived here back in the mid '80s, I-35 south of Lady Bird Lake to 290 or Ben White was a nightmare back then. It's still the same old piece-of-crap road. The leadership hasn't figured out how to fix that, which makes me kind of question leadership in general.

And that to me is one of the biggest impediments to traffic through the whole area. But that being said, when I see TxDOT stuff, I want to give them credence, but I also -- and here again, I digress, but, you know, I-35, they're fixing it between here and Hillsboro, and they're making it three lanes each way, but the experts tell us the state's going from 26 million to 50 million people over the next 30 years or whatever.

And their sign in there says if we make this new expansion on Mopac four lanes -- or two new lanes each way would be four lanes, it's only 10 percent more cost. Well, why didn't TxDOT do that with I-35, knowing that we're going to double the size of the state in the next 30 years?

So was there a lack of leadership there,

or are these numbers misleading? You know, what do I -- who do I trust? I think they're probably fairly accurate with this 10 percent more here, you know. And I think, you know, it should be widened because obviously traffic is an issue, and it's going to continue to be. But again, to me, it's kind of a trust issue by their examples.

And then it's -- the conclusion -- concluding remark is, I was -- I shared with them in here, why not just go ahead and put a fifth lane in and out, and for a portion of it from downtown Austin to Sunset Valley or somewhere, put in a light rail system and let the light rail system compete against the HOV bus lane thing, whatever, on the toll lane or whatever, and see what one the people want. And then do analysis on the cost benefit -- do a cost benefit analysis of that and see if it makes sense to then take that fifth lane from Sunset Valley all the way south wherever they're going with this thing and make a light rail all the way out, or you take that fifth lane in a few years when you've outgrown the four lanes and turn that into an additional road for cars, a lane for cars.

And I don't see anything that has to do with light railing in this proposal. And I know none of this is cheap or free, but somewhere in here, there has

to be another -- another alternative than just add lanes for cars because, you know -- like, again, I've said repeatedly in here, pickup trucks are getting bigger; SUVs are getting bigger; cars are getting bigger. There's more of them. And as much as we romanticize and fantasize about everybody riding a bicycle to work, it ain't going to happen.

***

MS. JUDY WOODS: I am opposed to the Mopac South Project. I took a look at it. I am astounded that you all want to put flyovers on the most sensitive parkland in Austin. It is the most environmentally sensitive parkland in Austin and maybe part of Texas, because it goes right over the aquifer and the Barton Springs recharge zone. And so I'm opposed to that. It's going to give Barton Springs a lot more runoff and dirty up the waters. And that's going to be disastrous.

Also, this is where people come to recreate. Austin brings thousands of people into town to go to Fun Fest, Austin City Limits, various concerts down on the shores of Auditorium Shores and the Zilker Park area. This is going to really -- who wants to go to a festival where it's just ugly and a great big super highway going through?

The money that is spent on this project should go to improving I-35. Let's build a flyover over I-35. What's wrong with that? We don't want it here in our parkland area in Austin over Mopac. Mopac is a neighborhood parkway. We don't want it to be a super highway, and we certainly don't want it to be a loop around Austin to take the traffic off of IH-35.

The traffic on IH-35 can be alleviated by allowing people to get on SH-130 and by lowering -- either lowering the tolls or getting rid of the tolls on SH-130 so that more of the truck traffic can go out SH-130 and more of the car traffic would be encouraged to go that way. If you want a solution, that would be a good solution.

We don't want Mopac to carry traffic that's a loop through or around Austin. This is our most sensitive neighborhood area, recreational area, living area, environmentally sensitive area because of the recharge zone. Let me repeat that. This is a recharge zone for water we drink, water we use, environmentally sensitive species, beautiful vegetation growth. We don't want extra roads going through there.

And we certainly don't want them going through our middle-class/high-income neighborhoods. That's going to be another thing, to mess up our

neighborhoods and lower the value of our neighborhoods.

What we believe is that TxDOT and CTRMA -- what TxDOT and CTRMA cannot accomplish with billions of dollars, we can achieve with buckets of paints, smart lanes, not more pavement and tolls.

We do not -- the neighborhoods feel like flyovers would be very detrimental to our way of life, having a huge highway go through our neighborhood with flyovers, a lot of loud noise, dirty traffic, dirty runoff. This is going to affect the Austin Pets Alive Volunteer Center there that helps a lot of little animals be adopted out. It's going to affect the Zilker gardens.

The high school is certainly just -- Austin High School is just astounded that you all are planning on putting a big super highway over the high school. That can even be dangerous. People can be using the hike and bike trail for years and years. And we ask that that hike and bike trail be improved and developed. Over the last 40 years, I've watched it be improved and developed because we wanted to go there.

Who wants to walk on the hike and bike trail and enjoy the birds and the vegetation when right overhead is a huge, loud, noisy super highway. And okay. So you're going to say, "Oh, no. That's not a

super highway." Okay. So it's not. We don't want that going over our recreational area. That's an area that keeps people in -- in Austin healthy.

People go there to run, to fish, to picnic, to bring their children, to teach their children things. They go there to swim, to play games, to play baseball, soccer. Sometimes little neighborhood children will practice football or just playing running tag out there in the Zilker -- Zilker Park fields. It's too close to Zilker Park, what you're developing. And we don't want that. This is very disruptive to our way of life. And it's an environmental disaster. And we want you to consider these comments that I've entered into your comment log.

I thank you so much for taking my comments and for considering these conceptions and ideas in deciding not to build this atrocious overhead flyover. The people in Austin are very passionate about not having this. Even though they're not able to come out and make their own comments, I hope that I represent a lot of people that don't want this.

I know a lot of people weren't able to come tonight. They probably won't figure out how to send their comments in to you, but I want you to consider my voice as representing thousands of people in

Austin. And I thank you so much again.

(End of statements)

THE STATE OF TEXAS)
COUNTY OF TRAVIS)

REPORTER'S CERTIFICATE

I, Heidi Morrison, Certified Shorthand Reporter in and for the State of Texas, do hereby certify that the foregoing speakers came before me to comment during the above-styled Open House as hereinbefore set out.

I FURTHER CERTIFY that the comments of said speakers were reported by me, accurately reduced to typewriting under my supervision and control and, after being so reduced, were filed with the Texas Department of Transportation.

IN WITNESS WHEREOF, I have this date subscribed my name.

Dated: November 17, 2015.

Heidi Morrison, Texas CSR 9262
Expiration Date: 12/31/2017
Veritext Legal Solutions
Firm Registration No. 571
307 West 7th Street
Suite 1350
Fort Worth, Texas 76102
(817) 336-4000

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