

**Comment and Response Summary
For the MoPac South Environmental Study
Open House
Held on November 10, 2015**



MoPac South

MoPac South from
Cesar Chavez Street to Slaughter Lane
Travis County

Prepared for
Central Texas Regional Mobility Authority
Texas Department of Transportation

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MoPac South

OPEN HOUSE SUMMARY

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Please Note: The effort to finalize and post the Nov. 2015 Open House Summary Report for Open House #4 was halted due to the project pause in 2016. The team resumed project efforts in 2021 in preparation for Open House #5, which presented similar information that was shared at Open House #4. Therefore, both Open House Summary Reports were posted at the same time. Due to significant changes in the regional transportation landscape since 2015, many of the comments from Open House #4 – and the responses to them – are no longer relevant. The Open House #4 Summary Report serves to document the November 2015 public meeting and reflects circumstances as they were in that moment in time. The public is encouraged to review the comment/response matrix in the Open House #5 Summary Report, which reflects the most current project information, as well as the current regional transportation landscape with regard to other regional projects, environmental and planning regulations, and relevant data available.

Open House Summary

The Central Texas Regional Mobility Authority (Mobility Authority), in conjunction with the Texas Department of Transportation (TxDOT), held an open house on Tuesday, November 10, 2015, at the Palmer Event Center, 900 Barton Springs Road, Austin, TX 78704. The purpose of the event was to provide a community update on the MoPac South Environmental Study to give residents an opportunity to review and provide input on operational configurations for the Express Lane(s) Alternative on approximately eight miles of MoPac from Cesar Chavez Street to Slaughter Lane. Displays of the project were available for public review from 3:00 p.m. to 7:00 p.m. A virtual open house was available at www.MoPacSouth.com beginning October 21, 2015 and ending November 20, 2015. All of the handouts and meeting materials were available for download and review at the virtual open house, and participants were encouraged to provide their input online.

Study Summary

MoPac south of Cesar Chavez Street 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 160,000 cars and trucks per day (Texas A&M Transportation Institute, 2020). 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.

After the third open house on February 26, 2015, the Mobility Authority responded to the community's call for more analysis of the Express Lane(s) Alternative connection to downtown and extended the project schedule to look at additional operational configurations. The configurations included:

- 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 and Bee Cave Road
- City of Austin Proposal

All operational configurations include bicycle and pedestrian improvements to connect with existing City of Austin facilities and the Violet Crown Trail which provide a continuous bike/pedestrian system from downtown Austin to Slaughter Lane.

Notices and Public Outreach

Electronic Newsletters and E-blasts

Electronic newsletters/e-blasts were distributed to subscribers on:

- November 5, 2015 (1,456 recipients);
- October 12, 2015 (1,428 recipients);
- September 10, 2015 (1,428 recipients);
- May 12, 2015 (1,313 recipients);
- May 2, 2015 (8,095 recipients-Interview with then Executive Director, Mike Heiligenstein); and
- May 1, 2015 (8,147 recipients – Message from then Executive Director, Mike Heiligenstein).

These publications updated the community on the progress of the MoPac South and MoPac Intersections studies, explained why the study period for MoPac South was extended, and invited people to attend the fourth MoPac South Open House on November 10, 2015, as well as participate in the virtual open house. Distribution was to businesses, neighborhood associations, homeowners' associations, individuals and community groups who attended meetings, submitted business cards, and requested to receive the information.

Copies of the e-newsletters and e-blasts are available in **Attachment A**.

Additional Notifications/Outreach Efforts

The Mobility Authority and TxDOT issued media alerts on October 27, 2015 and November 9, 2015 to 72 members of the media.

An invitation to the open house was mailed to 46,000 property owners and businesses along the corridor from Cesar Chavez Street to Slaughter Lane.

Display advertisements were printed in three newspapers: *Community Impact Central Austin*, Thursday, October 22, 2015; *West Austin News*, Thursday, October 22, 2015; and *Austin Chronicle*, Friday, November 6, 2015.

MoPac South articles were published in the *Austin American Statesman* online; *Community Impact* online; and in the *Austin Monitor* online.

A meeting notice was distributed to stakeholder groups, partner agencies and community organizations. Notifications were published in the Austin Transportation Department's "Austin Mobility go!" publication, Downtown Austin Alliance's online newsletter, and the web pages of these organizations: West Austin Neighborhood Association (WANG), Keep MoPac Local, Save Our Springs, Tollroad News, Circle C Ranch HOA, and Keep Brodie Local.

The Mobility Authority on October 12, 2015 sent out an email to 307 elected officials in a five-county region to inform them about the open house.

Announcements about the open house were posted on the Mobility Authority and TxDOT web pages. The Palmer Events Center also posted the information.

A Twitter campaign ran from October 13, 2015 through November 20, 2015. These Tweets earned 9.7K impressions. One hundred and twenty people clicked, retweeted, replied, followed or liked the Twitter feed during the campaign.

Examples of these notification and outreach efforts can be found in **Attachment B**.

Open House Information

Open House Date, Location, and Format

The Mobility Authority and TxDOT held the open house on Tuesday, November 10, 2015 at The Palmer Event Center, 900 Barton Springs Road, Austin, TX 78704. The open house was held in rooms 1 – 5 on the second level. The event was designed to be a casual, come-and-go format. Hours were 3:00 p.m. to 7:00 p.m. Parking in the garage was free.

Fifteen directional signs were posted on Riverside Drive and Barton Springs Road at various locations around the Palmer Event Center to guide people into the two parking garage entrances. Two team members greeted attendees just inside the front entryway and in the hallway, and signs directed them to the elevators and stairway to the meeting rooms. Two registration tables were stationed in front of the elevator. Greeters guided visitors to the display area, which began in the corridor outside the meeting rooms.

Inside the meeting rooms, layouts and display boards were arranged on easels and tables. Attendees were encouraged to fill out comment and survey forms and leave them in a box stationed at the registration table. A court reporter was also available to take verbal comments. Study team members were available to provide information and assistance and to answer questions. Five television monitors showed videos demonstrating traffic simulations of the various configurations.

The exhibits included:

- Welcome
- How to Submit Comments
- Study Location
- Anticipated Timeline
- Purpose of the Open House
- Community Input Was Incorporated
- Public and Agency Outreach Activities to Date
- Agencies and Their Roles in the Environmental Process
- What Are We Trying to Do? (Project Purpose)
- Project Goals and Objectives
- What Problems Need to be Addressed (Project Need)

- Express Lanes
- Dynamic Traffic Assignment Study
- Dynamic Traffic Assignment Study Results
- Which Operational Configuration Will Move Forward?
- Operational Configurations
- One Express Lane + Downtown Direct Connection
- One Express Lane Without Direct Connection
- Benefits of Providing Two Express Lanes in Each Direction
- 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
- Connections to Downtown
- Travel Times (2035)
- Bike and Pedestrian System
- Environmental Studies Threatened and Endangered Species
- Cultural Resources
- Historic Resources
- Water Quality
- Barton Creek
- Capitol View Corridors
- Traffic Noise
- Next Steps
- MoPac South Trail Enhancement Opportunities Along the Project Corridor
- Open House #3 Survey Results Summary

Each operational configuration was depicted with a layout/map, renderings, description, travel times, required right-of-way and a cost estimate. Copies of the all exhibits can be found in **Attachment C**.

Representatives from Capital Metro and the Mobility Authority were there with table displays to answer questions about other transportation projects.

Registration and handouts

Attendees were asked to sign in and were provided the following handouts:

- Room Layout
- Comment Form
- Community Survey
- Virtual Open House Flyer
- Fact Sheet
- Public Input Summary
- Dynamic Traffic Assignment Study Overview
- Sign Up for Updates Form

Handout materials are included in **Attachment D**.
Photos of the open house are in **Attachment E**.

Attendance

One hundred and eighty people (180) registered at the event. Registration forms are included in **Attachment F**.

Virtual Open House

The Mobility Authority made a virtual open house available at www.MoPacSouth.com from October 21, 2015 through November 20, 2015 for those who wanted more time to view the exhibits and handouts. The results included approximately 10,323 webpage views and 1,820 users during this period. For the analysis of the data, see **Attachment G**.

Community Survey

Seventy-eight (78) people filled out community surveys. Twenty (20) were completed at the open house and fifty-eight (58) were submitted at an Austin High School meeting. Survey forms and results from the online survey are included in **Attachment H**.

Public Comments

The public comment period ran from October 11, 2015 through November 20, 2015. During this time, comments could be submitted by mail, email, online at www.MoPacSouth.com, by fax or at the open house. Attendees at the open house were invited to leave their completed comment forms in a box provided at the registration table or verbalize their comments to a court reporter. The deadline to receive comments was November 20, 2015 at midnight.

One thousand five hundred and thirty-five (1,535) people provided comments either at the event by filling out comment forms (36), online via Web Mail (53), Virtual Open House (114), court reporter (5), hand delivered (118), email (1,122) or USPS mail (84). Three (3) comments were made via fax.

Some of the themes expressed in the comments were:

- Many people wanted to know where they would be able to enter and exit the Express Lanes. Several people were particularly interested in how they could access the Express Lanes from Bee Cave Road.
- Many people disliked the elevated direct connections from the MoPac South Express Lanes to downtown based on concerns that they would adversely impact adjacent neighborhoods, Zilker Park and Lady Bird Lake.
- Many expressed concern that added capacity would turn MoPac into a bypass for I-35 traffic.

- Many people would like to see this project provide more access to transit, including additional Park-and-Ride locations.
- Many people expressed concern for the area's sensitive environmental features, including Water Quality, Parklands, Wildlife, and Vegetation.
- Several people expressed concerns that the elevated direct connection to downtown would be both visually unappealing and create additional traffic noise and encouraged the team to consider an alternative to the elevated structure.
- Several comments expressed a desire to see more capacity added quickly.
- Several people expressed an opposition to tolling and the interest in removing tolls on SH 130 to divert some traffic and reduce congestion.
- Some people expressed concerns about how the proposed connections to downtown might impact access to and from Austin High School.
- Some people expressed a desire to make any connections from the MoPac South Express Lanes to downtown attractive.
- Some comments expressed a desire for direct access to Loop 360 from the Express Lanes.
- Many commenters expressed positive feedback regarding the proposed relocation of the southbound Bee Cave Road exit ramp because the current condition is viewed as dangerous and the change would benefit users who currently have to negotiate the three-lane shift in order to turn right on Bee Cave Road.
- Some people would like to see a third general purpose lane in each direction added to the corridor south of William Cannon Drive.

Comments (Forms, Web Mail, Virtual Open House, court reporter, email, hand-delivered, and USPS Mail) are available in **Attachment I** and **Attachment J**.

Topic	Response for OH #4 Comments 2016
#1: SAFETY	
#1 Safety	<p>In addition to the design that was initially presented at the February 2015 Open House; the study team is looking at six different operational configuration options for the Express Lane(s) Alternative, including options that do not require elevated lanes over Lady Bird Lake. The Central Texas Regional Mobility Authority (Mobility Authority) and the Texas Department of Transportation (TxDOT) are working with the City of Austin and the Austin Independent School District to ensure that those configurations are as safe and efficient as possible.</p> <p>Several improvements, which would be included in any of the operational configuration options, are proposed to minimize weaving and to improve safety. These include:</p> <ul style="list-style-type: none"> • Added a flyover at US 290 • Added a new collector-distributor road from Barton Skyway to Loop 360 • Added a south to north Texas Turnaround at Barton Skyway • Lengthened the Texas Turnaround at Loop 360 to increase capacity • Reconfigured the southbound exit ramp to RM 2244/Bee Cave Road • Made ramp improvements at William Cannon Drive • Added a third southbound general-purpose lane south of William Cannon Drive • Extended the left turn lane at Lake Austin Boulevard • Added more bike/pedestrian facilities throughout the corridor <p>In addition, each operational configuration includes one or two express lane(s), which is intended to keep traffic in the express lane(s) free-flowing. Emergency response vehicles, as well as public transit buses, vanpools and drivers who choose to use the express lane(s), will be provided a faster and more reliable trip. Like any highway lane, the amount of disruption that results from a collision in the express lane(s) would depend on the severity of the crash. The appropriate emergency protocol would be implemented to re-direct express lane traffic. The City of Austin is responsible for incident management in downtown Austin, including on Cesar Chavez Street. The Austin Traffic Management Center uses a traffic management system to facilitate traffic operations throughout the downtown core and beyond. This system includes technologies such as cameras that provide real-time information on traffic conditions as well as remotely operated traffic signals. See https://austintexas.gov/department/arterial-management for more information.</p> <p>The Mobility Authority operates a Traffic & Incident Management (TIM) Center which affords it the ability to monitor facilities and coordinate resources for incident management and maintenance, enabling efficient responses to crashes and other interruptions to traffic flow. If constructed, the MoPac South Express Lane(s) would be monitored through the TIM Center, enhancing safety and operations on the corridor.</p>
ALTERNATIVES AND OPERATIONAL CONFIGURATIONS	
#2 Alternatives Considered	
#2 Alternatives Considered	<p>General Purpose Lanes, High Occupancy Vehicle Lane(s) (HOV), Transit Only Lane(s) and Express Lane(s) were evaluated along with Transportation Demand Management (TDM) and Transportation System Management (TSM) and the No-Build Alternative. The Express Lane(s) Alternative is the reasonable alternative because it performs best at providing a reliable route for all roadway users, including emergency vehicles, public transit and single occupancy vehicles.</p> <p>No-Build Alternative:</p> <p>The National Environmental Policy Action (NEPA) requires the consideration of taking no action (No-Build Alternative) in the development of an Environmental Assessment (EA). The No-Build Alternative assumes that the proposed MoPac South Project would not be built but does assume all other transportation improvements as programmed in the CAMPO 2040 Plan. The No-Build Alternative is considered the baseline Alternative and will be compared to the Build Alternative in the EA.</p> <p>TDM/TSM:</p> <p>Strategies such as carpooling, rideshare and work schedule modifications are known as travel demand management (TDM) improvements. Low cost operational improvements such as ramp reconfigurations, added auxiliary lanes and intersection turn lanes are known as transportation system management (TSM) strategies. TDM and TSM improvements alone do not meet the purpose and need for the project. However, several TDM/TSM strategies were incorporated into the project based on input from stakeholders. These include:</p> <ul style="list-style-type: none"> • Added a flyover at US 290 • Added a new collector-distributor road from Barton Skyway to Loop 360 • Added a south to north Texas Turnaround at Barton Skyway • Lengthened the Texas Turnaround at Loop 360 to increase capacity • Reconfigured the southbound exit ramp to RM 2244/Bee Cave Road • Made ramp improvements at William Cannon Drive • Added a third southbound general-purpose lane south of William Cannon Drive • Extended the left turn lane at Lake Austin Boulevard • Added more bike/pedestrian facilities throughout the corridor <p>The use of carpooling and schedule modification are on the rise in Austin, but it is incumbent upon the individual and/or employer to make use of commuter programs. The Metro Ride Share Program offered by Capital Metro is one of several options a commuter can use (http://www.capmetro.org/rideshare/). In addition, there are a variety of private transportation providers that offer ridesharing options (such as Uber, and Lyft).</p>

Topic	Response for OH #4 Comments 2016
	<p>HOV Lane(s): Although HOV Lane(s) meet the Purpose and Need for the project, they are not recommended for several reasons:</p> <ul style="list-style-type: none"> • Approximately 70 percent of the peak period commuters on MoPac are single occupancy vehicles; HOV Lane(s) would exclude these travelers from the opportunity for reliable travel times. • Research revealed that on roads where HOV access is limited to vehicles with three or more passengers, the lanes are under-utilized. Conversely, when HOV access is granted to any vehicle with two or more passengers, the lanes are over-utilized. When compared to Express Lane(s), HOV Lane(s) do not offer the same level of travel time benefits to travelers using the general-purpose lanes because Express Lane(s) manage traffic flow such that they are not under or over-utilized. • There is no reliable electronic enforcement technology to ensure single-occupant vehicles do not enter the HOV Lane(s). Enforcement is costly. <p>The Texas A&M Transportation Institute reported in Spring 2013 that Departments of Transportation in Texas and across the country have converted or plan to convert HOV lanes to either Express Lanes or High Occupancy Toll lanes because HOV lanes do not sufficiently address congestion.</p> <p>Transit Only Lane(s): Transit Only Lane(s) are not recommended for many of the same reasons that HOV Lane(s) are not recommended. However, regional commuter rail and urban rail are being studied under a separate project called Project Connect, and the Lone Star Rail District is currently conducting an environmental study to build passenger rail. See the Rail Transit (#54) response for more information about these alternative modes of transportation. See the Bus Transit (#17) response for more information about MoPac South and Capital Metro’s bus transit services.</p> <p>General Purpose Lanes vs. Express Lane(s): General purpose lanes are not recommended because, even if public funding were available to construct them, latent traffic demand would quickly fill these lanes, resulting in congestion long-term. Latent demand is a term used to describe the universe of drivers that would use a particular highway but, due to congestion, choose to take other routes or travel at different time. This well-documented phenomenon demonstrates that simply adding capacity to congested highways will not improve congestion or reliability over the long term. Although added capacity may initially decrease congestion, drivers who would normally use other routes, travel during different times, or use other modes of transportation change their patterns to fill the newly added capacity, quickly degrading the level of service to, or close to, pre-construction levels. The same congestion challenges tend to reappear in a few years. The approach to solving congestion by simply adding lanes is not sustainable and has not proven to be effective in managing traffic and promoting transit.</p> <p>If another general-purpose lane was added to MoPac, it would fill up with traffic just like MoPac today. Even adding two general-purpose lanes in each direction would not sufficiently address congestion issues on the corridor during the morning and evening peak periods in 2035. Adding one general-purpose lane would have even less impact. Adding one general-purpose lane and one express lane in each direction instead of adding two express lanes in each direction would reduce the capacity and operational efficiency of the proposed express lanes, without adding appreciable improvement in speed or reduction in delay on the general-purpose lanes. Express lanes in other states have proven to be successful at managing congestion over the long term.</p> <p>Express Lane(s): The Express Lane(s) Alternative is the reasonable alternative for the following reasons:</p> <ul style="list-style-type: none"> • It is consistent with the CAMPO 2035, Project Connect, Imagine Austin, City of Austin 2014 Strategic Mobility Plan, and TxDOT 2015-18 STIP. • It offers reliable travel times for single occupancy vehicles, high occupancy vehicles, vanpools, public transit buses and emergency vehicles. • It provides the shortest peak period travel time for all vehicles. • It provides the greatest annual travel time savings for all users compared to the No Build, HOV lanes and transit only lanes alternatives. • It avoids unnecessary impacts to the natural and human environment and avoids and minimizes impacts to water quality. • It increases opportunities for transit and ridesharing and includes new bicycle and pedestrian facilities. <p>A technical memorandum will be published as part of the EA, which describes the methodology used to evaluate HOV Lane(s), Transit-only Lane(s), Express Lane(s) and General-Purpose Lanes and TSM and TDM options.</p>
#3: Transportation Funding, the Mobility Authority & Tolling	<p>Rapid regional growth has put pressure on the transportation network in Central Texas, resulting in demand for solutions to congestion challenges and improvements to serve the growing region. Toll funding allows transportation projects to be built more quickly than is possible under the traditional gas-tax-funded, pay-as-you-go approach, because toll projects receive full funding commitments prior to construction start. The Capital Area Metropolitan Planning Organization (CAMPO) is responsible for determining how transportation projects are funded. Both the previous MTP (<i>CAMPO 2035</i>) and current MTP (<i>CAMPO 2040</i>) have included tolling as a funding source for MoPac South improvements. As additional transportation funding becomes available, CAMPO may elect to alter the funding plan for MoPac South. The Mobility Authority works closely with TxDOT to implement projects identified in the MTP and STIP and is developing the MoPac South Environmental Study cooperatively with Capital Metro, Travis County and other local partners.</p> <p>The Mobility Authority is an independent government agency created in 2002 to improve the transportation system in Williamson and Travis counties. The Mobility Authority would operate the express lane(s) on the MoPac South project. The express lane(s) would feature all-electronic tolling and would be collected via electronic tag accounts (like TxTag) or through the Pay By Mail program. A customer’s tag account information is not disclosed to third parties without the customer’s consent except as permitted by law and under the policies of TxDOT.</p> <p>Express lane(s) are special, barrier-separated lanes that are designed to remain congestion-free. They utilize variable toll pricing to manage the number of vehicles entering the lane(s). This is accomplished by increasing the toll when traffic is heavy and lowering it when traffic is light. Variable toll pricing is intended to keep traffic in the express lane(s) free-flowing at any given time, giving public transit buses, vanpools, emergency response vehicles and drivers who choose to use the express lane(s) a faster and more reliable trip. Electronic signs display the current rates, so drivers know the price before deciding whether to enter the express lane(s). Express lane(s) are toll-exempt for public transit buses, registered van pools, and emergency vehicles, providing them with a reliable, uncongested, non-stop route to their destination. The primary goal of variable toll pricing is not to generate revenue, but to keep the express lane(s) free flowing as much as possible.</p> <p>The Mobility Authority has two ways to finance capital projects: debt issuance and pay-as-you-go (including governmental grants) financing. Each of these capital financing methods has benefits and drawbacks. Debt financing allows infrastructure to be delivered when it’s needed and spreads the cost over the useful life of the asset. This allows the agency to advance multiple projects at the same time. Pay-As-you-go financing ensures future funds are not tied up in servicing debt payments. It allows for greater budget transparency and avoids risk of default. However, Pay-as-you-go financing means long wait times for new infrastructure and a single large project may exhaust an agency’s entire budget for capital projects for multiple years. The Mobility Authority and its team of financial advisors study all financing methods when developing projects and choose the appropriate method to get the much-needed infrastructure on the ground.</p>

Topic	Response for OH #4 Comments 2016
	See the Environmental Justice (#36) response for more information about the how the EA will consider the effects of tolling on low-income and minority populations.
#4: Operational Configurations	
#4: Operational Configuration Options	<p>In addition to the proposed Express Lane(s) Alternative schematic that was initially presented at the February 2015 Open House (Open House #3); the study team is looking at different operational configuration options for the Express Lane(s) Alternative, including options that do not require elevated lanes over Lady Bird Lake. The operational configuration options were developed based on input from stakeholders, including the City of Austin, the City of Rollingwood, Capital Metro, TxDOT, Austin High School, and others. All operational configuration options were developed to address the Purpose and Need of the project. The Mobility Authority and TxDOT will continue to work with stakeholders including the City of Austin and the Austin Independent School District to ensure that those configurations are as safe and efficient as possible.</p> <p>Six operational configurations are under consideration:</p> <ul style="list-style-type: none"> • 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 and Bee Cave Road • City of Austin Proposal <p>Detailed information about these configurations were presented to the public at the November 10, 2015 Open House (Open House #4) and are available on http://www.mopacsouth.com/environmental/past-events.php.</p> <p>In terms of consistency with local and regional plans, the Capital Area Metropolitan Planning Organization (CAMPO) adopts a metropolitan transportation plan (MTP) every five years. The CAMPO 2040 Plan was adopted by the CAMPO Policy Board on May 11, 2015. The Plan describes the project as “2 Express Lanes in each direction” and includes the following note, “Study all options for the proposed MoPac South expansion including both 1 and 2 Express Lanes in each direction, as well as no-build.” It is typical for the description of projects in a MTP to be revised as a project advances through the NEPA process and detailed alternatives analyses are conducted.</p>
#5: 1 Express Lane vs. 2 Express Lanes	
#5: 1 Express Lane vs. 2 Express Lanes	<p>The study team has looked at operational configuration options with one express lane in each direction as well as operational configuration options with two express lanes in each direction. There is sufficient right-of-way to add two express lanes in each direction along MoPac from Cesar Chavez Street to Slaughter Lane. 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 individual vehicles, transit and emergency first responders.</p> <ul style="list-style-type: none"> • 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 in each direction would increase the cost of the project by less than 10 percent over building only one express lane. 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 were to be 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. <p>The conceptual layouts of the operational configurations shown as part of Open House #4 help demonstrate why there is only a minor difference in cost between building two express lanes in each direction versus one:</p> <ul style="list-style-type: none"> • For all operational configurations, there is very little cost difference between one versus two express lanes between Bee Cave Road and Cesar Chavez Street, and along the southern 4,000 feet of the project corridor. • Even under the options involving one express lane in each direction, two-lane structures are still required over US 290. • Between US 290 and William Cannon, the median area is already paved so there is minimal difference in cost between one versus two lanes. <p>Furthermore, it is assumed that the cost of tolling equipment would be similar whether building one express lane or two.</p>
#6: Direct Connectors	
#6: Direct Connectors	<p>Several operational configuration options – including those with no new elevated lanes – are being studied for improvements near West Austin, Zilker Park, Lady Bird Lake and Austin High School. Providing a direct connection (flyover) to downtown is being considered because:</p> <ul style="list-style-type: none"> • Forty percent of MoPac South traffic heads downtown in the morning. Fifty-one percent of traffic leaving downtown is heading for MoPac South. This traffic utilizes Cesar Chavez Street, 5th/6th Streets and Enfield Road. • 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 in 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. <p>If advanced, the elevation for the direct connection to downtown would begin approximately at Rollingwood Drive. In addition to downtown, elevated direct connections to/from the express lane(s) are being considered at other high-volume locations, such as US 290.</p> <p>See City of Austin Roadways (#52) response for more information about improvements to Cesar Chavez Street.</p>

Topic	Response for OH #4 Comments 2016
#7: Connection of MoPac South to MoPac north of Cesar Chavez	
#7: Connection of MoPac South to MoPac north of Cesar Chavez	The MoPac South project will be designed to transition seamlessly into the improvements being made to MoPac north of Cesar Chavez Street. All exit locations from the express lane(s) will be designed to provide required transition lengths for safe merging into the general-purpose traffic and on/off MoPac.
#8: Access from Express Lane(s) to Cesar Chavez	
#8: Access from Express Lane(s) to Cesar Chavez	<p>Access between the express lane and Cesar Chavez Street varies among the different operational configuration options.</p> <ul style="list-style-type: none"> • One/Two Express Lane + Downtown Direct Connection - Traffic going downtown from the express lane(s) would drop into its own lane and merge into the general-purpose lanes east of the Austin High School exit ramp. Traffic coming out of downtown would use the inside westbound lane to get onto the direct connector to MoPac southbound. • One/Two Express Lane without Downtown Direct Connection – Traffic going downtown would exit the express lane(s) north of Loop 360, merge to the outside lane and use the existing exit ramp for Cesar Chavez Street. Traffic coming out of downtown would use the Cesar Chavez Street entrance ramp to access the southbound general-purpose lanes and then merge to the inside lane to enter the southbound express lane(s) south of Barton Skyway. • Two Express Lanes + Elevated Ramps near Barton Skyway and Bee Cave Road - Traffic going downtown would use the elevated express lane exit ramp near Barton Skyway. The elevated express lane exit ramp would drop into its own lane near Bee Cave Road and utilize the existing exit ramp for Cesar Chavez Street. Traffic coming out of downtown would use the Cesar Chavez Street entrance ramp to access the southbound general-purpose lanes and then utilize the elevated entrance ramp to the southbound express lane(s) near Bee Cave Road. <p>City of Austin Proposal - Traffic going downtown would use the elevated express lane exit ramp near Barton Skyway. The elevated express lane exit ramp would drop into its on lane near Bee Cave Road and utilize the proposed exit ramp for Cesar Chavez Street. Traffic coming out of downtown would use the Cesar Chavez Street entrance ramp to the southbound collector-distributor lanes and then utilize the elevated entrance ramp to the express lanes.</p>
#9: Bee Cave Road	
#9: Bee Cave Road	<p>All configurations under consideration would provide the following access to/from MoPac and to/from Bee Cave Road:</p> <ul style="list-style-type: none"> • Bee Cave Road to Southbound MoPac - Enter either the express lane(s) and the general-purpose lanes south of Barton Skyway • Bee Cave Road to Northbound MoPac - Take the non-signalized U-turn at Loop 360, enter the general-purpose lanes and then enter the northbound express lane(s) south of Barton Skyway or enter the northbound general-purpose lanes at Bee Cave Road and enter the express lane at FM 2222. Note: the northbound Bee Cave Road entrance ramp would remain the same in all configurations except the City of Austin Proposal. In the City of Austin Proposal, the entrance ramp would only be used for traffic with a destination downtown; drivers wanting to go north on MoPac would use the turnaround at Barton Skyway and use the Barton Skyway entrance ramp to go north on MoPac. • Southbound MoPac to Bee Cave Road - Exit the general-purpose lanes north of Bee Cave Road and take the southbound frontage road to Bee Cave Road or exit the express lane(s) south of Barton Skyway to the general-purpose lanes and then to the southbound frontage road north of Loop 360, take the non-signalized U-turn at Loop 360 to the northbound frontage road and follow to Bee Cave Road or exit the express lane at FM 2222 and travel along the general-purpose lanes to the Bee Cave Road exit. • Northbound MoPac to Bee Cave Road – Exit the general-purpose lanes at the Bee Cave Road exit where it exists today and take the northbound frontage road to Bee Cave Road or exit the express lane(s) north of Loop 360 into the general-purpose lanes, take the Bee Cave Road exit and follow the northbound frontage road to Bee Cave Road. <p>The addition of a flyover at Bee Cave Road was evaluated. While this would provide an improvement to the weaving that occurs for traffic exiting MoPac to westbound Bee Cave Road, it would produce a similar weaving conflict for southbound MoPac traffic that desires to use the turnaround at Bee Cave Road and access Barton Springs Road. This would also require TxDOT and land owner approval for driveway access modifications. The existing U-turn at Bee Cave Road provides non-signalized access from Barton Springs Road to northbound MoPac. A ramp directly from Barton Springs Road to northbound MoPac was not recommended because it would require right-of-way from parklands and historic resources (Botanical Gardens/Zilker Park Historic District) and could adversely affect these resources.</p> <p>Improvements to Bee Cave Road are outside the scope of this project.</p>
#10 Barton Skyway	
#10 Barton Skyway	<p>The Barton Skyway bridge would be reconstructed as part of the project to accommodate the additional capacity on MoPac. The existing bridge is not wide enough to accommodate a turnaround so a new structure is proposed to accommodate the U-turn lane from southbound MoPac to northbound MoPac. From the northbound frontage road there would be one left turn lane, one through lane and one through-right turn lane at Barton Skyway.</p> <p>The northbound entrance ramp at Barton Skyway was not recommended for removal because it is heavily used as a detour during Zilker Park events. In addition, an express lane(s) entrance/exit ramp was not recommended at Barton Skyway because there is not enough weave distance to allow cars to weave safely.</p>
#11: Loop 360	
#11: Loop 360	The southbound turnaround storage length at Loop 360 would be increased in all configurations. A new collector-distributor road is proposed at Loop 360 as part of all configurations. There are no improvements planned along Loop 360 as part of this project; however, a separate project is considering turn lane improvements at Loop 360. TxDOT is also in the early stages of a study along Loop 360 from Ben White to US 183. For more information see http://www.txdot.gov/content/txdot/en/inside-txdot/projects/studies/austin/loop-360.html/ .

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#12: Direct Connectors at US 290	Several improvements would be made at the MoPac / US 290 interchange. The existing MoPac northbound and southbound lanes over US 290 would be repurposed to serve as the project's express lane(s). Subsequently, the project would construct new northbound and southbound general-purpose lanes over US 290. A new express lane direct connector could potentially be added for eastbound US 290 to northbound MoPac and southbound MoPac to westbound US 290. The existing direct connectors at the MoPac / US 290 interchange would remain in place and continue to provide a direct connection between the general-purpose lanes (westbound US 290 to southbound MoPac; eastbound US 290 to northbound MoPac; northbound MoPac to eastbound US 290; and southbound MoPac to westbound US 290).
#13 William Cannon Drive	Improvements to William Cannon Drive are outside the scope of this project.
#14: Adding a 3 rd Lane south of William Cannon Drive	A third southbound general-purpose lane between William Cannon Drive and Davis Lane would be incorporated into all operational configuration options for the Express Lane(s) Alternative. In addition, as a separate project in Fall 2015, TxDOT restriped the existing pavement to add an auxiliary lane on northbound MoPac from Davis Lane to William Cannon Drive.
BICYCLE AND PEDESTRIAN FACILITIES / TRANSIT	
#15: Bicycle & Pedestrian Facilities	<p>The MoPac South project team is evaluating several possible enhancements to bicycle and pedestrian facilities in the project corridor, including a shared use path (SUP), improved sidewalks and cross street connections. All configurations under consideration include a continuous facility for non-motorized users (bicycles and pedestrians) from Lady Bird Lake to Slaughter Lane. The proposed SUP would be designed in accordance with the 2012 AASHTO <i>Guide for the Development of Bicycle Facilities</i>, the Fourth Edition. The standard width of a SUP is 10 feet wide. The SUP will be separated from traffic lanes by a buffer where feasible. Any additional landscaping enhancements would be considered during the project's final design phase. The project team will continue to coordinate with bicycle and pedestrian stakeholders. Specific details of proposed bicycle and pedestrian improvements and their feasibility will continue to be evaluated.</p> <ul style="list-style-type: none"> • Bicyclists and pedestrians would be able to cross Lady Bird Lake, under MoPac, on the Roberta Crenshaw Pedestrian Walkway as they do today. • The SUP adjacent to the Botanical Gardens would need to be reconstructed. • The City of Rollingwood suggested the inclusion of a SUP crossing on the northbound frontage road near Rollingwood Drive to allow for a designated crossing for those bicyclist and pedestrians accessing the SUP adjacent to the Botanical Gardens and MoPac. Safe pedestrian and bicycle access to Zilker Park would be enhanced. This improvement is included. • The proposed bicycle/pedestrian network between Lady Bird Lake and Barton Creek Mall includes facilities within the MoPac right-of-way on both east and west sides. A SUP is proposed for the east side, and the west side would be served by a sidewalk. Safe crossings from one side to the other would be provided at numerous locations for pedestrian and cyclists. An existing 8-foot-wide SUP is located at five locations between Barton Springs Road and Tuscan Terrace. The 8-foot sections range in length from 100 to 400 feet and have a retaining wall with a pedestrian rail that protect bicycles and pedestrians from any steep drop offs in the terrain. The SUP along the northbound frontage road would be 10 feet wide and at times connect to the existing 8-foot-wide SUP. • At Tuscan Terrace, a connection would be provided to the SUP that is currently being constructed at Loop 360 and Barton Creek. The SUP would continue beginning at the Gaines Ranch Loop turnaround along the northbound frontage road. From US 290 to William Cannon, an 8-to-10-foot SUP would be provided with the SUP being 8 feet in locations where the ROW is a constraint. A new pedestrian bridge is proposed over the Williamson Creek Greenbelt. • From William Cannon, a 10-foot-wide SUP would be provided that will run along the northbound frontage road to Latta Drive where the SUP would connect to the Violet Crown Trail. The SUP would pick back up along the southbound main lanes north of Davis Lane and continue to Slaughter Lane. • The proposed SUP would connect to the beginning point of the Y at Oak Hill to Barton Creek (YBC) Trail. The project team has held coordination meetings with the City of Austin to coordinate the location and status of their path improvements. • Between Convict Hill and Davis Lane, bike and pedestrian access will be along the Violet Crown Trail. <p>The project team has received requests to continue the Violet Crown Trail on the west side of MoPac between Williamson Creek and William Cannon Drive / Brush Country Road, and add a shared use path along US 290. These improvements extend beyond the project limits of the MoPac South project. See the Violet Crown Trail (#16) response for more information.</p>
#16: Violet Crown Trail	The Violet Crown Trail (VCT) is a project of the Hill Country Conservancy. The first 6 miles were opened to the public in 2015, and the second segment is scheduled to be complete by the end of 2016. Construction has not yet started on the final segment. The bicycle and pedestrian accommodations included in the MoPac South project would tie into the Violet Crown Trail where feasible and would construct a portion of the trail if it is not already built by the time construction on MoPac South would begin. You can learn more about the VCT at http://hillcountryconservancy.org/land-projects/violetcrowntrail/ .
#17: Bus Transit	<p>Because the Mobility Authority's policy would allow Capital Metro's public transit buses to drive on the express lane(s) without paying a toll, and the variable toll in the express lane(s) would be priced to maintain uncongested traffic flow, riding transit becomes a more viable alternative to driving alone. The study team is working closely with Capital Metro to determine appropriate locations for Park and Rides and to determine additional options for enhancing transit infrastructure in the corridor. As Austin's regional public transportation provider, Capital Metro would take the lead in the development of new public transportation options or incentives in the region. As a regional transportation partner, the Mobility Authority would support the efforts of Capital Metro along Mobility Authority projects.</p> <p>The Mobility Authority and Capital Metro are coordinating regarding both near-term and long-term Park and Ride infrastructure near MoPac South. Bus riders will benefit from reliable travel times on MoPac South; and when on city streets they would benefit from transit-priority strategies developed by the City of Austin and Capital Metro, particularly in the downtown area.</p>

TRAFFIC IMPACTS

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#18: Consistency with CAMPO 2040 MTP	The traffic analysis presented in the EA is required to be consistent with the currently approved Metropolitan Transportation Plan (MTP), which is the CAMPO 2040 Plan. The travel demand model used to generate travel forecasts relies upon CAMPO-approved population and employment forecasts, which are a part of the 2040 Plan. Short-term trends in travel behavior notwithstanding, the EA is required to be consistent with the CAMPO 2040 Plan. The operational traffic analysis used in the EA will consider peak period traffic in both the northbound and southbound directions and will be based on the CAMPO 2040 Plan. This analysis will examine all ramp operations and Express Lane movements, including the exit to Enfield Road.
#19: Current Travel Time Data	Recent Bluetooth travel time data, especially at the northern end of the MoPac South corridor, is likely to be somewhat influenced by MoPac Improvement Project (MIP) (Cesar Chavez Street to north of Parmer Lane) construction-related traffic congestion. However, peak period congestion on MoPac South pre-dates construction of the MIP. The section of Loop 1 from US 183 to US 290, which includes about half of the MoPac South corridor, was ranked #27 on the 2013 Top 100 Most Congested Roadways in Texas, as published by the Texas A&M Transportation Institute in August 2013. Construction activity on the MIP did not begin until late 2013.
#20: Impacts to Downtown Traffic	<p>The Mobility Authority and CAMPO funded an additional study of the downtown street grid using a dynamic traffic assignment (DTA) analysis developed by the University of Texas at Austin Center for Transportation Research (CTR). The purpose was to analyze traffic impacts on the downtown area as a result of adding express lane(s) in various configurations to MoPac between Cesar Chavez Street and Slaughter Lane. The DTA study also showed that the addition of express lane(s) on MoPac would not adversely affect congestion on Austin’s downtown grid as a whole for any of the operational configurations evaluated. All operational configurations either present an overall improvement or result in overall negligible changes in travel times within the downtown network including Lamar Boulevard, South 1st Street, 5th Street, 6th Street, and Cesar Chavez Street.</p> <p>Regardless of operational configuration, the proposed project would improve downtown travel time in 2020 when compared to the No Build Alternative.</p> <ul style="list-style-type: none"> • During the morning peak period (6 a.m. to 9 a.m.) travel times would be: <ul style="list-style-type: none"> ○ approximately two minutes faster in the downtown area overall when compared to the No Build Alternative ○ eastbound travel times on Cesar Chavez Street and 5th Street and northbound traffic on Lamar Boulevard and 1st Street/Lavaca Street would remain within one minute of the No Build Alternative • During the evening peak period (3:30 p.m. to 6:30 p.m.) travel times would be: <ul style="list-style-type: none"> ○ approximately eight minutes faster in the downtown area overall when compared to the No Build Alternative ○ westbound travel times on Cesar Chavez Street and 6th Street and southbound traffic on Lamar Boulevard and 1st Street/Guadalupe Street would be 10 to 30 minutes faster than the No Build Alternative <p>The technical report explaining the DTA results can be found at www.mopacsouth.com/environmental/past-events.php.</p>
#21: Impacts to Traffic in Surrounding Neighborhoods	Several area-wide analyses were completed using the CAMPO 2035 Travel Demand Model and take into account the highways, arterials, and major collectors extending well beyond the corridor. The roadway design of the project considers all roadways that connect to the frontage road and main lanes of MoPac.
#22: Traffic Impacts of a I-35-MoPac Loop	Both the previous Metropolitan Transportation Plan (MTP) (CAMPO 2035) and the current MTP (CAMPO 2040) assume the MoPac South, Oak Hill Parkway, and SH 45SW projects have been implemented. Therefore, even though these projects are being studied independently, the impact of each project on the other is considered in the various analyses including indirect and cumulative impacts, air quality, and noise impacts. In addition, each of these projects has independent utility, meaning each would benefit drivers and would be considered a reasonable expenditure, even if no additional transportation improvements in the area are made; therefore they are being studied independent of one another. If built, these projects could function as stand-alone improvements, even if other improvements in the area do not advance, or advance at a different schedule.
#23: How do Express Lane(s) Benefit General Purpose Lane Traffic	<p>Express lane(s) would benefit traffic conditions in the general-purpose lanes in two ways. The express lane(s) would create a travel time advantage for transit vehicles, thereby making it a more attractive mode for commuters. More transit use would lead to reduced congestion in the general-purpose lanes with fewer vehicles on the roadway. In addition, express lane(s) would allow for any excess capacity to be offered to all other motorists. Since some motorists not using transit or vanpools would choose to pay to use the express lane(s), demand for the use of the general- purpose lanes would be reduced, providing a measurable amount of relief in congestion. For these reasons, express lane(s) offer better travel time benefits during peak travel times to travelers in the general-purpose lanes when compared HOV Lane(s).</p> <p>Additional travel benefits include improvements to the general-purpose lanes. These include:</p> <ul style="list-style-type: none"> • Added a flyover at US 290 • Added a new collector-distributor road from Barton Skyway to Loop 360 • Added a south to north Texas Turnaround at Barton Skyway • Lengthened the Texas Turnaround at Loop 360 to increase capacity • Reconfigured the southbound exit ramp to RM 2244/Bee Cave Road • Made ramp improvements at William Cannon Drive • Added a third southbound general-purpose lane south of William Cannon Drive • Extended the left turn lane at Lake Austin Boulevard • Added more bike/pedestrian facilities throughout the corridor <p>A technical memorandum will detail the modeled travel times, by lane type, for the alternatives and operational configurations considered for this project.</p>

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#24: Traffic Conditions after 2040	The travel demand modeling and traffic operations analysis for the Draft EA will be consistent with the CAMPO 2040 Plan. Travel demand modeling and traffic analysis for the years or decades after 2040 is beyond the scope of the environmental study.
#25: Concerns about large trucks	Large trucks and vehicles with trailers will not be allowed in the express lane(s) per Mobility Authority Toll Policy. There is no funding in the CAMPO 2040 Plan to connect MoPac to I-35, extend the SH 45SW project east of FM 1626, or add more than two lanes in each direction to MoPac.
ENVIRONMENTAL STUDIES/NEPA PROCESS	
#26: NEPA Decision-making Process	<p>The National Environmental Policy Act (NEPA) assures that the decision-making process considers the input of many different stakeholders, technical professionals and the public. A significant amount of public and agency outreach above the NEPA requirements has occurred including:</p> <ul style="list-style-type: none"> • 1 Agency Scoping Meeting (October 29, 2013) • 4 Open Houses (November 11, 2015, February 26, 2015, April 29, 2014 and November 7, 2013) • 4 Virtual Open Houses • 1,922 official comments • 71 Stakeholder Meetings • 4 NEPA Technical Working Group Meetings • 1 Bicycle and Pedestrian Technical Working Group Meeting • Four 40-day comment periods • Display advertisements • Letters to adjacent property owners • Email meeting notification and n-newsletters • Stakeholder meetings • Elected official outreach • Social media • Media outreach • Dynamic message boards on the roads <p>The Mobility Authority and TxDOT will continue to listen to and engage the community throughout the MoPac South Environmental Study.</p>
#27: The Environmental Study	<p>In accordance with federal regulations, when the significance of impacts of a transportation project proposal is uncertain, an Environmental Assessment (EA) is prepared to assist in making this determination (40 CFR 1508.9). Proposed improvements considered in the MoPac South EA involve added capacity on an existing highway. Some (minimal) additional ROW and temporary construction easements may be required; no displacements are anticipated. An Environmental Impact Statement (EIS) will be prepared if significant impacts are discovered during the course of preparing the EA. This approach also complies with the TxDOT environmental procedures.</p> <p>The study team is committed to assessing potential direct, indirect and cumulative environmental impacts through the National Environmental Policy Act (NEPA) process. Potential impacts to the following will be considered: endangered species and wildlife; Barton Creek Greenbelt and Barton Springs; Edwards Aquifer Recharge Zone and water quality; water resources, wetlands, floodplains; vegetation; cultural resources; traffic noise; air quality; socioeconomic issues, including community cohesion; geology and soils; visual and aesthetic qualities; parkland; and bicycle and pedestrian facilities. The findings will be published in an EA document and made available to the community.</p> <p>The EA can consider one or more build alternatives. The MoPac South Environmental Study includes an analysis of alternatives for addressing the purpose and need for improvements. The analysis evaluates a wide range of alternatives, eliminates those that do not meet the Purpose and Need, and then continues to evaluate the remaining alternatives against a more specific set of goals and objectives that derive from the purpose and need. Once an alternative is determined to do the best job of meeting the purpose and need and addressing the goals and objectives, different operational configurations for that alternative can be considered in order to ensure safe and effective traffic operations and compare and minimize environmental effects. The result is a more refined transportation concept for which more detailed design engineering and environmental studies can be conducted. The EA will compare potential effects of proposed improvements, both beneficial and adverse, to the No-Build Alternative.</p>
#28: Purpose and Need	<p>The purpose of the project is to:</p> <ul style="list-style-type: none"> • Provide an opportunity for reliable travel times along MoPac between Cesar Chavez and Slaughter Lane • Improve operational efficiency (reduce delay, maximize utilization of available capacity) • Create a dependable and consistent route for transit • Facilitate reliable emergency response <p>The problems are we trying to address (project need):</p>

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	<ul style="list-style-type: none"> • Current congestion levels are creating unreliable travel times • Forecasted population, traffic and employment growth, resulting in increased congestion and delay • Existing facilities do not meet current traffic demand • Emergency response times are impacted by traffic congestion <p>Other Goals and Objectives, identified through public and agency involvement and stakeholder engagement, are used to help clarify the purpose and need and aid in the evaluation of alternatives. The goals and objectives include, but are not limited to:</p> <ul style="list-style-type: none"> • Be constructible without unnecessary impacts to the natural and human environment • Avoid and minimize impacts to water quality • Deliver relief in a timely manner. <p>Other Goals and Objectives, identified through public and agency involvement and stakeholder engagement, are used to help clarify the purpose and need and aid in the evaluation of alternatives. The goals and objectives include, but are not limited to: be constructible without unnecessary impacts to the natural and human environment, avoid and minimize impacts to water quality and deliver relief in a timely manner. Irrespective of any controversy, projects that have an identified source of construction funding are generally delivered more quickly than projects that do not.</p> <p>The environmental document will present an evaluation of potential direct, indirect and cumulative effects. This evaluation helps to determine how well the project would meet these goals and objectives. Preliminary alternatives considered include Transportation Systems Management/Travel Demand Management (TSM/TDM); Add General Purpose Lanes; Add High Occupancy Vehicle (HOV) Lane(s); Add Transit Only Lane(s); and Add Express Lane(s).</p>
#29: Three Projects should be Single Study	<p>Congress has directed that federally-funded highway projects must flow from metropolitan and statewide transportation planning processes (pursuant to 23 United States Code (USC) 134-135 and 49 USC 5303-5306). Regulations require that the entire project described in the environmental decisional document shall be consistent with the Metropolitan Transportation Plan (MTP) and the fiscally-constrained Statewide Transportation Improvement Program (STIP). In order for a highway project to be considered fully developed for inclusion in the MTP and STIP it must have logical termini, have independent utility and not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.</p> <p>The MoPac Intersections project and the SH 45SW project are each listed in the MTP and STIP as stand-alone projects because they have logical termini and independent utility; and MoPac South is listed as a standalone project in the TIP undergoing environmental evaluation. The SH 45SW project and MoPac Intersections project have each recently been environmentally cleared and are currently in final design.</p> <p>For MoPac South, the most current MTP and STIP are the Capital Area Metropolitan Planning Organization's (CAMPO) 2040 Plan and TxDOT's 2015-2018 STIP. The logical termini for the MoPac South Project are Cesar Chavez and Slaughter Lane. These are rational end points for the transportation improvement because they A) sufficiently encompass the area needed to achieve the purpose of the project: provide an opportunity for reliable travel times; improve operational efficiency (reduce delay, maximize utilization of available capacity); create a dependable and consistent route for transit; and facilitate reliable emergency response, and B) allow environmental issues to be analyzed on a sufficiently broad scope to ensure that the project would function properly without requiring additional improvements elsewhere. The MoPac South Project has independent utility because the proposed improvements would function as a usable roadway and would not require implementation of any other project to operate. In addition, the project would not restrict the consideration of alternatives for other reasonably foreseeable transportation improvements.</p> <p>Direct, indirect and cumulative effects will be analyzed in the draft EA for MoPac South, including effects on the Edwards Aquifer. See the Cumulative Impacts (#42) response for more information about how the effects of other projects, in combination with the proposed MoPac South project, are evaluated.</p>
#30: Water Quality	<p>Because this segment of MoPac South is within the Edwards Aquifer recharge zone, the study would also include the preparation of a Water Pollution Abatement Plan (WPAP) for approval by the Texas Commission on Environmental Quality (TCEQ). Any new impervious cover over the recharge zone must meet the Edwards Aquifer Rules for the removal of total suspended solids from storm water runoff. All construction sites greater than one acre that discharge storm water associated with construction activities to surface waters are required to obtain a General Permit to Discharge (General Permit TXR150000) from the TCEQ. A Stormwater Pollution Prevention Plan (SW3P) will be developed after the environmental decision and during the plan, specification and estimate (PS&E) process to describe the storm water management controls and various Best Management Practices (BMPs) necessary to reduce pollutants in stormwater runoff. The SW3P will include emergency procedures in the event of a hazardous spill during construction and include the use of sediment curtains to contain any sediment disturbed and prevent displacement (cloudy and muddy water) when working within waterways. The SW3P will be developed in accordance with the guidelines set forth in the General Permit document.</p> <p>Through the implementation of its Edward's Aquifer Rules, the TCEQ requires the removal of at least 80 percent of Total Suspended Solids (TSS) from roadway storm water runoff prior to the release of the runoff into the surrounding ecosystem. TSS is a water quality measurement used by the TCEQ to limit pollution of natural water flows by managing storm water runoff.</p> <p>This project will consider upgrading and replacing existing water quality structures and implementing other BMPs to the corridor including special permeable pavement (known as Porous Friction Course, or PFC), vegetative filter strips and water quality ponds.</p>
#31: Threatened & Endangered Species	<p>No endangered species were encountered during the 2014/2015 field surveys and 2016 surveys are underway. Research and field investigations conducted in the summer of 2013 and spring of 2014 and 2015 indicate that <i>potential habitat</i> for four candidates for federal listing and two federally listed endangered species occur in the vicinity of the proposed project. Candidate species include one plant, the bracted twist flower, and three mollusks (freshwater mussels). Federally listed endangered species include one karst invertebrate, the Bee Creek Cave harvestman and one bird, the Golden-cheeked Warbler. No potential habitat for two federally listed endangered salamanders, the Austin blind salamander and the Barton Springs salamander, was encountered within the right of way. The EA will detail the potential for impacts to protected species. Mitigation measures, such as water quality best management practices and clearing vegetation outside of nesting season, will be incorporated into the MoPac South project to avoid and minimize impacts to threatened and endangered species. A technical memorandum will be prepared as part of the study and the findings will be summarized in the EA.</p>
#32: Vegetation & Wildlife	<p>Mobility improvements in this area will require the removal of trees, primarily in the median of the existing main lanes. Minimizing impacts to trees will be considered during preliminary and final design. Disturbed areas will be restored, re-graded and reseeded in accordance with TxDOT's Vegetation Management Guidelines, the Executive Order 13112 on Invasive Species and the Executive Memorandum on Beneficial Landscaping. Regionally native and non-invasive plants will be used in landscaping and revegetation.</p>

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	Best management practices will be implemented to provide temporary erosion control during construction and permanent erosion control after the project is complete. Likewise, measures taken to protect vegetation, water quality and parklands will also help protect urban wildlife.
#33: Flooding & Floodplains	The hydraulic design for the proposed improvements will be in accordance with current TxDOT design policies (TxDOT's Hydraulic Design Manual and Roadway Design Manual). The facility would permit the conveyance of the 100-year flood, inundation of the roadway being acceptable, while minimizing damage to the facility, Johnson Creek watershed, Lady Bird Lake watershed, Eanes Creek watershed, Barton Creek watershed, Williamson Creek watershed or other property. The proposed project would not increase the base flood elevation to a level that would violate applicable floodplain regulations or ordinances. Coordination with the local Floodplain Administrator is required.
#34: Light Pollution	All highway illumination will be designed to conform to the latest edition of the TxDOT Highway Illumination Manual. Analyses will be conducted to determine the need for and extent of continuous illumination and safety lighting along ramps and at intersections. The decision-making procedures that govern highway illumination in Texas do contain provisions for addressing sky glow and light trespass issues, including consideration for alternative luminaires (e.g. LED) and glare shields.
#35: Community Impacts	<p>A technical memorandum will be prepared for the project detailing the effects of the project on community resources such as neighborhoods, schools, community facilities and commercial area as well as the effect of the project on low-income and/or minority populations (see the Environmental Justice (#36) response for more details). The analysis will describe potential impacts to private property including displacements and effects to adjacent property values and will evaluate the effects of the project on community cohesion and access and mobility. The findings in the technical memorandum will be summarized in the EA.</p> <p>By its very nature, construction can be a disruptive process. If the project is approved for construction, neighbors should anticipate increased noise, light pollution and dust. It is a Mobility Authority priority to work with contractors to minimize disruption whenever possible. Disruption of travel patterns and traffic during construction will be mitigated through a traffic control plan. The traffic control plan will include accommodations for maintaining access for motorized vehicles as well as for pedestrians and cyclists. The plan will be consistent with all local, state and federal traffic and safety regulations. Notification of detours or changes to travel patterns will be posted via signage and timely communication will be provided to affected residences, businesses, transit providers and emergency services providers. See the Traffic Noise (#39), Air Quality (#38), Visual & Aesthetic/CSS, Safety (#1) and Traffic in Surrounding Neighborhoods (#21) responses for more details on these topics.</p>
#36: Environmental Justice	The EA will address potential effects on low-income and minority populations per Executive Order 12898 and in accordance with TxDOT's guidance on the evaluation of environmental justice aspects of tolling.
#37: Visual & Aesthetics/CSS	<p>Context Sensitive Solutions (CSS) is a collaborative approach to developing transportation facilities that fit within their surroundings. The goal of CSS is to preserve and enhance scenic, aesthetic, historic, community and environmental resources, while improving or maintaining safety, mobility and infrastructure conditions.</p> <p>A CSS process for the project was initiated at Open House #3 (held on February 26, 2015), and the team continues to receive input on this topic.</p> <p>The principles of CSS will continue to guide the design of the project, which will help unify the look and feel of the corridor. These components include potential noise barriers - if deemed reasonable and feasible, bridges, retaining walls, lighting, bicycle and pedestrian facilities as well as landscape/hardscape treatments.</p>
#38: Air Quality	A quantitative air quality analysis will be completed for the proposed build alternative following the latest version of TxDOT's Environmental Handbook for Air Quality. The traffic data to be used in the analyses for this project will be sourced from the CAMPO 2040 travel demand model. The 2040 traffic assumes that all projects listed in the CAMPO 2040 Plan are built (including MoPac South, MoPac Intersections, SH 45SW and all other proposed transportation improvements such as transportation demand management projects and transit improvements). As such, the evaluation of traffic noise and air quality impacts will rely on the cumulative traffic conditions resulting from the fully built out 2040 transportation network. The results of that analysis will be made available at future public meetings and will be included as part of the EA document.
#39: Noise	<p>As part of the environmental study, the Mobility Authority is required by the Texas Department of Transportation (TxDOT) and the Federal Highway Administration (FHWA) to prepare and document a Traffic Noise Analysis. The analysis will follow the latest version of TxDOT's Environmental Handbook for Traffic Noise. The analysis considers the current level of noise at many locations throughout the study area, calculates existing and projected future traffic noise levels, and considers noise abatement measures (such as sound walls) if the predicted future noise levels exceed acceptable noise levels for properties that surround the project, based on the FHWA Noise Abatement Criteria Table. The results of that analysis will be shared once available, and will be included as part of the Environmental Assessment (EA) document. The noise analysis is performed on the Recommended Build Alternative.</p> <p>If sound walls are deemed to be reasonable and feasible, a noise workshop and voting process would follow. For more information, visit fhwa.dot.gov/environment/noise/noise_barriers/</p> <p>The noise analysis will also be considered in the cultural resources and community impact assessment.</p>
#40: Parklands	<p>Any potential impacts will be considered in the operational configurations comparative analysis to identify a Recommended Build Alternative. Next, the Environmental Assessment will discuss all potential temporary and permanent impacts to parklands and trails, including 4(f) and 6(f) protected properties and resources for the Preferred Build Alternative and no build alternative. See the Noise (#39) and Visual and Aesthetics/CSS (#37) responses for more information.</p> <p>TxDOT's right-of-way extends over Lady Bird Lake, Barton Creek Green Belt, and other trails that extend under MoPac, which are used by pedestrians, bicyclists and watercraft enthusiasts. Any improvements would be designed and constructed in a manner that avoids and minimizes disruption of recreational activities. It has not been determined whether temporary closures of recreation facilities during construction will be needed. This could include the pedestrian bridge over Lady Bird Lake under the southbound bridge. No permanent closures are anticipated.</p> <p>The EA will discuss all potential temporary and permanent impacts to parklands as a result of the project.</p>

Topic	Response for OH #4 Comments 2016
#41: Indirect Impacts (Induced Growth)	An Indirect Impacts Analysis will be conducted in accordance with TxDOT’s guidance and will consider the effects of the project on land development activities in the region as well as the effects of this potential growth on the natural and human environment. In order to ensure a comprehensive evaluation of the potential for induced growth related to the project, input was collected from land use experts with demonstrated knowledge of local environmental conditions and current planning and development trends in the region. The detailed analysis of induced growth impacts will be presented in a technical memorandum and findings will be summarized in the EA.
#42: Cumulative Impacts	A Cumulative Impacts Analysis will be conducted in accordance with TxDOT’s guidance. The cumulative impacts analysis will focus on resources anticipated to be impacted by the proposed project (either directly or indirectly), as well as resources that are considered at risk or in poor or declining health. In order to thoroughly assess the potential cumulative impacts to a resource, project impacts will be considered along with other past, present, and reasonably foreseeable future actions. Reasonably foreseeable future actions include all of the funded transportation projects identified in CAMPO’s 2040 Plan as well as reasonably foreseeable future changes in land use resulting from current and projected population and employment changes. CAMPO’s 2040 Plan includes the MoPac Intersections Project and the SH 45SW Project. The detailed analysis will be presented in a technical memorandum and findings will be summarized in the EA.
#43: Construction Impacts	<p>Traffic Impacts during Construction: Disruption of travel patterns and traffic during construction will be minimized through a traffic control plan. The traffic control plan will include accommodations for maintaining access for motorized vehicles as well as for pedestrians and cyclists. The plan will be consistent with all local, state and federal traffic and safety regulations. Notification of detours or changes to travel patterns will be posted via signage and timely communication will be provided to affected residences, businesses, transit providers and emergency services providers.</p> <p>Vegetation/Trees Impacts during Construction: The mobility improvements could require the removal of trees, primarily in the median of the existing main lanes. Minimizing impacts to trees will be considered during preliminary and final design. Measures will be taken to minimize impacts to vegetation. Disturbed areas will be restored, re-graded and reseeded in accordance with TxDOT’s Vegetation Management Guidelines, the Executive Order 13112 on Invasive Species and the Executive Memorandum on Beneficial Landscaping. Regionally native and non-invasive plants will be used in landscaping and revegetation. Best management practices will be implemented to provide temporary erosion control during construction and permanent erosion control after the project is complete.</p> <p>Construction Phasing: A project’s construction phasing occurs during final design, after an environmental decision has been made. If the Build Alternative is selected in the environmental decision for the MoPac South Project, the project will be fully designed and construction phasing will be incorporated as part of the plans, specifications and estimates (PS&E) development process.</p>
IH-35 – SH 45SW – MOPAC INTERSECTIONS – MOPAC SOUTH	
#44 Timing of MoPac South, MoPac Intersections and SH 45SW	An environmental decision for the MoPac South Project is anticipated in 2017 and construction could begin in 2018, with the facility being open to traffic in 2021. These dates are subject to environmental clearance and financing. The MoPac Intersections Project received an environmental decision in December 2015 and construction is scheduled to begin in 2016 and be completed in 2-3 years. Construction of SH 45SW is scheduled to begin around the same time as the MoPac Intersections Project. The MoPac main lanes extending under Slaughter Lane and under La Crosse Avenue are scheduled to open before SH 45SW is open to traffic. Once SH 45SW is open to traffic, the shift in local traffic to MoPac may cause travel times on MoPac to increase slightly between SH 45 and William Cannon Drive due to northbound drivers opting to use SH 45SW to MoPac instead of Brodie Lane and Manchaca Road. North of William Cannon Drive, no increase in volumes or travel times is anticipated. If the shift in local traffic patterns through the intersections in this area of MoPac creates backups at signals, the City of Austin may elect to make adjustments to signal timing. Intersection improvements approved for Slaughter Lane and La Crosse Avenue are also expected to improve travel times.
#45: MoPac will become an I-35 Bypass/Keep MoPac Local	<p>The I-35 – SH 45SW – MoPac Loop: In the 1980s a loop was proposed for the Austin area but the plan was abandoned in the early 1990s. SH 45SW is a four-lane divided toll road currently in the final design phase that will connect the southern end of MoPac to FM 1626. As part of the CAMPO planning process, Hays County included an unfunded study in the CAMPO 2040 Plan to look at the feasibility of an extension of SH 45SW that would connect I-35 to SH 45SW; however, the Plan does not identify funding for the study nor does it designate it as a reasonably foreseeable project within the 2040 planning horizon (see 3 Projects should be Single Study #29) response for more information about how projects are identified in the CAMPO 2040 Plan). There is no plan to build an 18-mile toll loop.</p> <p>Traffic Impacts of “Loop”/Keep MoPac Local: The proposed improvements on MoPac would improve mobility along MoPac and thereby improve access to the adjacent communities, businesses, parklands and community facilities; the project would not result in adverse impacts to community cohesion. Projected population growth will lead to more vehicles on MoPac South regardless of whether or not the proposed MoPac South improvements are constructed. The MoPac South Project would add additional capacity and provide better travel times for all users. The new capacity will be used by current MoPac drivers as well as drivers currently cutting through neighborhoods and using other routes, such as Congress Ave., Barton Springs Road and Lamar Boulevard. Improvements to MoPac could draw traffic from several competing facilities, including I-35.</p>
#46: Extension of SH 45SW to I-35	<p>SH 45SW is a four-lane divided toll road currently in final design that will connect the southern end of MoPac to FM 1626. As part of the CAMPO planning process, Hays County included an unfunded study in the CAMPO 2040 Plan to look at the feasibility of an extension of SH 45SW that would connect MoPac to I-35 via SH 45SW. There is no funding in the CAMPO 2040 Plan to connect MoPac to I-35, extend the SH 45SW project east of FM 1626, or add more than two lanes in each direction to MoPac. No projects of this nature are moving forward.</p> <p>In response to community inquiries about potential impacts to MoPac traffic as a result of an I-35/MoPac theoretical connection, the Mobility Authority worked with Stantec Consulting Services, which specializes in traffic studies, to produce a traffic report on these potential changes. That report looks at what the potential trips per day would be in 2030 and 2040 on both SH 45SW and MoPac South near Slaughter Lane, assuming that express lane(s) are added to MoPac South. The report concluded that completing a freeway connection between I-35 and MoPac South would have a minimal effect on MoPac traffic, adding only about 2,600 more vehicles daily in 2030 (and 3,600 more vehicles in 2040) than if SH 45SW stopped at FM 1626. Without a connection between MoPac and I-35, an average of 54,700 vehicles is expected to travel daily on the southern end of MoPac in 2030.</p>
#47: Removing Tolls from SH 130 as a Relief Route for I-35	<p>The Texas Transportation Institute evaluated what the impact would be to I-35 if tolls were removed from SH 130. Their analysis showed that the majority of traffic on I-35 is local drivers making local trips. These drivers would not elect to take SH 130, even if the tolls were removed, because their trips were over short distances within the I-35 corridor.</p> <p>The Texas Department of Transportation is working on an extensive program to improve I-35, called Mobility 35. Learn more about those efforts online at http://www.mobility35.org/capital/default.htm.</p>

Topic	Response for OH #4 Comments 2016
PUBLIC AND AGENCY INVOLVEMENT	
#48: General Public Involvement	<p>A significant amount of advertising, most of which included information on how to submit official comments, occurred prior to the November 10, 2015 Open House, including:</p> <ul style="list-style-type: none"> • 3 ad placements (Austin American Statesman, Austin Chronicle and the West Austin News) • Mail distribution of a postcard to 46,000 homes • Regular outreach on Twitter • 2 e-newsletters • 2 large stakeholder workshops • A Virtual Open House beginning on October 21 and running through November 20 • Messaging signs along MoPac • Website updates <p>Submitting comments via fax remains one of the many official ways to submit comments. We apologize for any technical issues encountered during a fax submission. The Mobility Authority also accepts comments via mail, e-mail, hand-delivered, in person through the comment box at the Open House, verbal to the court reporter at the Open House, and via the online form. We are working to ensure that, in the future, attachments can be added to online form submissions to maximize the convenience of the form.</p> <p>All comments submitted during the official comment period are now available verbatim on the project website at http://www.mopacsouth.com/environmental/public-input.php. In accordance with the policy set forth by the National Environmental Policy Act and the Texas Department of Transportation, the project team will hold at least one additional official comment period as part of the Public Hearing.</p> <p>Detailed information about potential environmental impacts of the project will be made available in the draft EA and accompanying technical memoranda.</p>
#49: Coordination with COA and Others	<p>The MoPac South Environmental Study public engagement program has been specifically designed and conducted to include dozens of stakeholder meetings and workshops with neighborhoods and community groups, as well as a NEPA Technical Work Group with local, state and federal agencies. The City of Austin and City of Rollingwood have been included in several stakeholder meetings and workshops and both cities participate in the Technical Work Group. Informal coordination between the Mobility Authority and the City of Austin, Capital Metro and CAMPO is ongoing.</p>
OTHER PROJECTS	
#50: Oak Hill Parkway	<p>The Oak Hill Parkway project is also in the environmental study phase. You can learn more about the project online at http://www.oakhillparkway.com.</p>
#51: MoPac Intersections	<p>MoPac Intersections received a Finding of No Significant Impact (FONSI) in December 2015 and is now in final design. The FONSI, Final EA and Public Hearing Summary and Analysis Report are available at http://www.mopacsouth.com/intersections/environmental-study.php.</p>
#52: City of Austin Roadways	<p>Cesar Chavez Street and Lake Austin Boulevard and 45th Street are owned by the City of Austin, which would take the lead on any improvement efforts on these roadways. Similarly, the amount of parking available in downtown Austin is dictated by City of Austin downtown development goals and regulations. To the extent that proposed City of Austin improvements address the purpose and need of the project, the Mobility Authority would support City of Austin efforts that improve roadways that connect with the project.</p>
#53: MoPac Improvement Project (MIP)	<p>More information about the MoPac Improvement Project can be found at www.mopacexpress.com. Specific information about the construction of the MoPac Improvement Project can be found here: http://www.mopacexpress.com/construction/index.php.</p>
#54: Rail Transit	<p>The Lone Star Rail District proposes to develop a passenger rail line to serve the Austin-San Antonio region. The Rail District is currently conducting an environmental impact review of the project. Information about the project and the environmental study can be found at: www.lonestarrrail.com. Project Connect is a joint effort between the City of Austin, Capital Metro, CAMPO and the Lone Star Rail District to plan a regional high-capacity transit system in Central Texas. See www.projectconnect.com for more details.</p>

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#	Last Name	First Name	Date	Method	Comment (verbatim)	Response
1	Abell	Hill	11/20/15	Hand Delivered	Make public all the traffic impact and environmental studies that have been conducted so far. Open SH 130 to free traffic. Develop park and ride facilities at key points around the city and work with cap metro to divide HOV lanes that encourage people to use public transit. Study all of the proposed highway projects (the two on MoPac and SH 45) as a single project. It would be a single system with enormous cumulative impacts to the entire city and deserves a full, transparent study. Meet all federal standards when performing environmental studies.	#47 - Remove Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #2 - Alternatives Considered #45 - 3 Projects should be Single Study #42 - Cumulative Impacts #27 - The Environmental Study
2	Abernathy	Maria	11/17/15	Virtual Open House	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 proffered 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.	#37 - Visual & Aesthetics/CSS #30 - Water Quality #2 - Alternatives Considered #17 - Bus Transit #54 - Rail Transit #46 - Extension of SH 45SW to I-35 #47 - Remove Tolls from SH 130 as Relief Route to I-35 #25 - Concerns about Truck Traffic
3	Abernathy	Maria	11/17/15	Email	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 proffered 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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #30 - Water Quality #17 - Bus Transit #54 - Rail Transit #46 - Extension of SH 45SW to I-35 #47 - Remove Tolls from SH 130 as Relief Route to I-35 #25 - Concerns about Truck Traffic
4	Ables	Amy	11/19/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
5	Abrams	Adam	11/10/15	Email	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 Star 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 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. 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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations

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					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.	#3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
6	Acuña	Marie	10/23/15	Virtual Open House	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 environmentally 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.	#30 - Water Quality #32 - Vegetation & Wildlife #40 - Parklands #15 - Bicycle & Pedestrian Facilities #2 - Alternatives Considered #17 - Bus Transit
7	Adams	Cristina	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
8	Adaur	Maureen	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop

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					options. They make more money the worse the traffic is on the free lanes. We need someone else to study 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 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
9	Addington	Paul	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
10	Ahmed	Ammar	11/10/15	Virtual Open House	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?	#35 - Community Impacts
11	Ahrens	Charles	11/6/15	Email	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 Star 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 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. 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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic

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					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.	
12	Akers	Larry	11/18/15	Email	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 segregation, 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.	#3 - Transportation Funding, the Mobility Authority & Tolling #2 - Alternatives Considered #23 - How do Express Lanes benefit General Purpose Lane Traffic
13	Albers	Louise	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
14	Alberti	Leah	11/20/15	Email	As an echo of other members of our Austin community, 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 destroy the hill country feel, beauty and charm of the heart of Zilker Park and our beautiful downtown Austin area. It will instead transform the character of this unique part of downtown Austin from peaceful and green to congested and unsightly, defeating every purpose that Lady Bird Johnson was trying to create for this wonderful part of our city. 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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
15	Alberti	Leah	11/20/15	Mailed	In addition to any 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. Our family of five has lived in Rollingwood for many years and we are invested in	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts

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					our neighborhood and community. Elevated lanes would RUIN the beauty we all know and love about Lady Bird Lake and Zilker Park. Please consider only expanding MoPac to three lanes in each direction!!	
16	Alberti	Merritt	11/20/15	Mailed	In addition to any 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. Elevated toll lanes over Lady Bird Lake will ruin the beauty and character Lady Bird Johnson worked so tirelessly to create with Lady Bird Lake and Zilker Park. Not only will it increase pollution and noise to one of the greatest center points of Austin, it will destroy the character, look and feel of such a green and 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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #35 - Community Impacts #38 - Air Quality #30 - Water Quality #39 - Noise #10 - Barton Skyway #9 - Bee Cave Road
17	Albright	Shannon	11/13/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
18	Alcorta	Robyn	11/2/15	Virtual Open House	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!	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #40 - Parklands #18 - Consistency with CAMPO 2040 MTP #35 - Community Impacts #30 - Water Quality #15 - Bicycle & Pedestrian Facilities #27 - The Environmental Study
19	Alexander	Mark	11/10/15	Comment Form	Great review. Well put together event with all involved entities. The format was casual and very visual. Thank you and keep up the good work.	Comment noted.
20	Alexander	Wick	11/11/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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					project any more. Build it Now!"	
21	Allaway	Mary	11/3/15	Virtual Open House	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.	#40 - Parklands #37 - Visual & Aesthetics/CSS #6 - Direct Connectors #4 - Operational Configurations #38 - Air Quality #32 - Vegetation & Wildlife #47 - Removing Tolls from SH 130 as a Relief Route to I-35
22	Allaway	Mary	11/3/15	Email	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.	#40 - Parklands #37 - Visual & Aesthetics/CSS #6 - Direct Connectors #4 - Operational Configurations #38 - Air Quality #32 - Vegetation & Wildlife #47 - Removing Tolls from SH 130 as a Relief Route to I-35
23	Allaway	Mary	11/5/15	Email	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: Please preserve the beauty of Austin's natural features that have always played a big part in making Austin the desirable city it is. Do not spoil the view and sound with a huge double decker highway. You have a chance to preserve these natural features of Austin so please take care of the beauty God gave us here. 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!	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #39 - Noise #40 - Parklands #18 - Consistency with CAMPO 2040 MTP #35 - Community Impacts #30 - Water Quality #15 - Bicycle & Pedestrian Facilities #27 - The Environmental Study
24	Allen	Phillip	11/11/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
25	Allen	Scott	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands

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					Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	<p>#2 - Alternatives Considered</p> <p>#22 - Traffic Impacts of a I-35-MoPac Loop</p> <p>#45 - MoPac will become I-35 Bypass/Keep MoPac Local</p> <p>#3 - Transportation Funding, the Mobility Authority & Tolling</p> <p>#36 - Environmental Justice</p> <p>#47 - Removing Tolls from SH 130 as Relief Route to I-35</p> <p>#17 - Bus Transit</p> <p>#51 - MoPac Intersections</p>
26	Allsup	Romalda	10/26/15	Email	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 Star 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 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. 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.	<p>#29 - 3 Projects should be Single Study</p> <p>#45 - MoPac will become I-35 Bypass/Keep MoPac Local</p> <p>#47 - Remove Tolls from SH 130 as Relief Route to I-35</p> <p>#54 - Rail Transit</p> <p>#2 - Alternatives Considered</p> <p>#51 - MoPac Intersections</p> <p>#46 - Extension of SH 45SW to I-35</p> <p>#22 - Traffic Impacts of a I-35-MoPac Loop</p> <p>#42 - Cumulative Impacts</p> <p>#40 - Parklands</p> <p>#31 - Threatened and Endangered Species</p> <p>#30 - Water Quality</p> <p>#32 - Vegetation & Wildlife</p> <p>#4 - Operational Configurations</p> <p>#3 - Transportation Funding, the Mobility Authority & Tolling</p> <p>#36 - Environmental Justice</p> <p>#25 - Concerns about Truck Traffic</p>
27	Alonso	Michelle	11/16/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	<p>#44 - Timing of MoPac South, MoPac Intersections & SH 45SW</p> <p>#1 - Safety</p> <p>#30 - Water Quality</p>
28	Alsmeyer	David	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and	<p>#44 - Timing of MoPac South, MoPac Intersections & SH 45SW</p> <p>#1 - Safety</p> <p>#30 - Water Quality</p>

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					emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	
29	Alsup	Jim	11/11/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
30	Alsup	Marion	11/19/15	Email	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 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #47 - Removing Tolls from SH 130 as Relief Route to I-35 #2 - Alternatives Considered #17 - Bus Transit #51 - MoPac Intersections
31	Alte-Cook	Sherry	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
32	Alvarado	Yunuen	11/20/15	Hand Delivered	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.	#1 - Safety
33	Ambrose	Ellen & Andy	11/19/15	Email	I do not support elevated 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.	#6 - Direct Connectors #4 - Operational Configurations #40 - Parklands #35 - Community Impacts
34	Ames	Judy	11/5/15	Virtual Open House	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	#35 - Community Impacts
35	Anderson	Emma	11/12/15	Email	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 Star 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 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. The current piecemeal study process, which chops up this project into four separate	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife

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36	Anderson	Laurel	11/20/15	Mailed	RE: Please take action oppose toll, elevated lane expansion of Mopac and the connection of South Mopac to Interstate 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 MoPac south 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.	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #25 - Concerns about Truck Traffic #35 - Community Impacts
37	Anderson	Mary	11/12/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
38	Anderson	Mary	11/19/15	Email	Comments for MoPac South Environmental Study- Open House Public Comment Period	#29 - 3 Projects should be Single Study

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					<p>Dear CTRMA Board members, TxDOT officials, and Austin area local, state and federal officials:</p> <p>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.</p> <p>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 Aquifer 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,</p>	<p>#45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #25 - Concerns about Truck Traffic #35 - Community Impacts #23 - How do Express Lanes Benefit General Purpose Lane Traffic #30 - Water Quality #40 - Parklands #31 - Threatened and Endangered Species #42 - Cumulative Impacts #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice</p>
39	Anderson	Regina	11/20/15	Email	<p>Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.</p>	<p>#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #29 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections</p>
40	Anderson	Stephanie	11/19/15	Email	<p>Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll</p>	<p>#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered</p>

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41	Anderson	T.H.	11/19/15	Email	<p>Comments for MoPac South Environmental Study- Open House Public Comment Period</p> <p>Dear CTRMA Board members, TxDOT officials, and Austin area local, state and federal officials:</p> <p>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.</p> <p>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 Aquifer 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.</p> <p>We want to Keep MoPac Local,</p>	<p>#29 - 3 Projects should be Single Study</p> <p>#47 - Removing Tolls from SH 130 as Relief Route to I-35</p> <p>#29 - MoPac will become I-35 Bypass/Keep MoPac Local</p> <p>#46 - Extension of SH 45SW to I-35</p> <p>#22 - Traffic Impacts of a I-35-MoPac Loop</p> <p>#25 - Concerns about Large Trucks</p> <p>#35 Community Impacts</p> <p>#23 - How do Express Lanes Benefit General Purpose Lane Traffic</p> <p>#30 - Water Quality</p> <p>#40 - Parklands</p> <p>#31 - Threatened and Endangered Species</p> <p>#42 - Cumulative Impacts</p> <p>#32 - Vegetation & Wildlife</p> <p>#4 - Operational Configurations</p> <p>#3 - Transportation Funding, the Mobility Authority & Tolling</p> <p>#36 - Environmental Justice</p>
42	Anderson	Tom	11/20/15	Email	<p>Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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</p>	<p>#29 - 3 Projects should be Single Study</p> <p>#44 - Timing of MoPac South, MoPac Intersections and SH 45SW</p> <p>#30 - Water Quality</p> <p>#40 - Parklands</p> <p>#2 - Alternatives Considered</p> <p>#22 - Traffic Impacts of a I-35-MoPac Loop</p> <p>#45 - MoPac will become I-35 Bypass/Keep MoPac Local</p> <p>#3 - Transportation Funding, the Mobility Authority & Tolling</p> <p>#36 - Environmental Justice</p>

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					bypass we already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
43	Anderson	Tommy	11/12/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
44	Anderson	Tommy	11/19/15	Email	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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #25 - Concerns about Truck Traffic #35 - Community Impacts #23 - How do Express Lanes Benefit General Purpose Lane Traffic #30 - Water Quality #40 - Parklands #31 - Threatened and Endangered Species #42 - Cumulative Impacts #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice

RESPONSES CAN BE FOUND IN THE RESPONSE COMMENT GUIDE FOR REVIEW.
 EACH COMMENT IN THIS TABLE HAS BEEN ASSIGNED A RESPONSE(S) NUMBER AS PRESENTED IN THE RESPONSE GUIDE.



#	Last Name	First Name	Date	Method	Comment (verbatim)	Response
					over the Edwards Aquifer 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,	
45	Andrews	Kay	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
46	Andrews	Mandy	11/12/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
47	Andrews	Rainer	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
48	Appleman	Mary Alice	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35

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					and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#17 - Bus Transit #51 - MoPac Intersections
49	Applewhite	Julie	11/19/15	Email	In addition to any 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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
50	Arnold	Mary	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
51	Arnow	Debbie	11/19/15	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): •	#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #39 - Noise #34 - Light Pollution #40 - Parklands #35 - Community Impacts #2 - Alternatives Considered #19 - Current Travel Time Data #18 - Consistency with CAMPO 2040 MTP #30 - Water Quality #28 - Purpose & Need #15 - Bicycle & Pedestrian Facilities #27 - The Environmental Study

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					<p>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 than 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 aesthetically 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.</p>	
52	Arnow	Debbie	11/19/15	Email	<p>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</p>	<p>#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #39 - Noise #34 - Light Pollution #40 - Parklands #35 - Community Impacts #2 - Alternatives Considered #19 - Current Travel Time Data #18 - Consistency with CAMPO 2040 MTP #30 - Water Quality #28 - Purpose & Need #15 - Bicycle & Pedestrian Facilities</p>

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					<p>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</p> <p>**Feb 26, 2015 MoPac South Open house peak period traffic data between Cesar Chavez and Slaughter Lane was (2013):</p> <ul style="list-style-type: none"> • 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 <p>**October 21, 2015 MoPac South Open House, peak period traffic data between Cesar Chavez and Slaughter Lane is (2015):</p> <ul style="list-style-type: none"> • 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 <p>**Feb 26, 2015 MoPac South Open house peak period traffic data between Cesar Chavez and Slaughter Lane was (2013):</p> <ul style="list-style-type: none"> • 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 <p>**October 21, 2015 MoPac South Open House, peak period traffic data between Cesar Chavez and Slaughter Lane is (2015):</p> <ul style="list-style-type: none"> • 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) <p>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:</p> <ul style="list-style-type: none"> • 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 aesthetically 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. 	#27 - The Environmental Study
53	Arnou	Deborah	11/19/15	Email	<p>In addition to any 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</p>	#6 - Direct Connectors

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					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!	#2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts #54 - Rail Transit
54	Aroian	Karen	11/20/15	Hand Delivered	Look at every aspect and impact on our established city. Don't mow over us. Please it's expensive enough to live here. Comprehensive environmental studies are needed. Non-toll versions are needed! HOV lanes would be better (commuter rail would have been better). None of studies have looked at traffic on IH35. Do that first. Traffic will explode on MoPac as a result of connector - NO! Citizens to not want the 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. Turn our city into a livable space. Bigger highways and toll roads and express lanes are not acceptable. There are alternatives. Please study them, and involve the ATX community.	#27 - The Environmental Study #3 - Transportation Funding, the Mobility Authority & Tolling #2 - Alternatives Considered #54 - Rail Transit #45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #40 - Parklands #35 - Community Impacts #23 - How do Express Lanes benefit General Purpose Lane Traffic #30 - Water Quality #47 - Removing Tolls from SH 130 as Relief Route to I-35 #15 - Bicycle & Pedestrian Facilities #26 - NEPA Decision-making Process
55	Aroian	Mihran	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
56	Ascherl	Steven	11/20/15	Hand Delivered	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 there 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.	#2 - Alternatives Considered #15 - Bicycle & Pedestrian Facilities #47 - Removing Tolls from SH 130 as Relief Route to I-35 #45 - MoPac will become I-35 Bypass/Keep MoPac Local #35 - Community Impacts #1 - Safety
57	Ascot	Karin	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop

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58	Ashmun	Neely	11/15/15	Virtual Open House	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 against 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.	#40 - Parklands #32 - Vegetation & Wildlife #30 - Water Quality #39 - Noise #38 - Air Quality #45 - MoPac will become I-35 Bypass/Keep MoPac Local
59	Athans	Devon	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
60	Atkinson	Lucy	11/15/15	Email	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.	#6 - Direct Connectors #4 - Operational Configurations #35 - Community Impacts #37 - Visual & Aesthetics/CSS #39 - Noise #34 - Light Pollution #40 - Parklands
61	Atkinson	Lucy	11/15/15	Email	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.	#6 - Direct Connectors #4 - Operational Configurations #35 - Community Impacts #37 - Visual & Aesthetics/CSS #39 - Noise #34 - Light Pollution #40 - Parklands
62	Austin	Bob	11/10/15	Comment Form	I SUPPORT THIS PROJECT - ANY OF THE ALTERNATIVES ARE BETTER THAN THE NO-BUILD.	Comment noted.
63	Avant	Charlie	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety

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					project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#30 - Water Quality
64	Avant	Lenore	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
65	Ayer	Margaret	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
66	Ayres	Jonathan	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
67	Azachi	Yoav	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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					build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	
68	Baehr	Kristina	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
69	Baggett	Pamela	11/10/15	Comment Form	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 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 I35 upper deck. Yet no one can imagine being 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 moving eastern edge to minimize effect on Austin HS.	#1 - Safety
70	Bailey	Brooke	11/18/15	Email	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. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
71	Bain	Dawn	11/19/15	Email	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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #40 - Visual & Aesthetics/CSS #37 - Parklands #35 - Community Impacts #27 - The Environmental Study #15 - Bicycle & Pedestrian Facilities #30 - Water Quality

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72	Bain	Dawn	11/19/15	Email	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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #40 - Visual & Aesthetics/CSS #37 - Parklands #35 - Community Impacts #27 - The Environmental Study #15 - Bicycle & Pedestrian Facilities #30 - Water Quality
73	Baird	John	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
74	Baker	Brandie	10/22/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic

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75	Baker	Brandie	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
76	Baker	Carol	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
77	Baker	Roger	11/20/15	Email	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.	#3 - Transportation Funding, the Mobility Authority & Tolling
78	Baldwin	Joyce	11/20/15	Mailed	RE: Please take action oppose toll, elevated lane expansion of Mopac and the connection of South Mopac to Interstate 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 MoPac south 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	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #25 - Concerns about Large Trucks #35 - Community Impacts

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					worse, not better for current Mopac commuters, including Rollingwood residents. Thank you for your consideration.	
79	Ballard	Julie	11/20/15	Hand Delivered	Please address Cesar Chavez congestion issue which is not addresses in any of the CRMA proposals. Increased traffic will be pushed to Cesar Chavez under any proposal and Austin High is dependent on the ability to access Cesar Chavez to enter and exit our school. I do not suggest any proposals that will draw traffic congestion off I-35 and to MoPac.	#52 - City of Austin Roadways #20 - Impacts to Downtown Traffic #45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35
80	Banister	Robin	11/10/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
81	Banner	Elizabeth	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
82	Barksdale	John	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
83	Barnes	Bob	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
84	Barnett	Joel	11/8/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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85	Barnett	Mary	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
86	Barr	Ray	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
87	Barrett	Jacob	10/23/15	Virtual Open House	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.	Comment noted.
88	Barrio	Veronica	10/23/15	Email	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 Star 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 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. 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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic

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89	Barrio	Veronica	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
90	Barry	Barbara	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
91	Barstow	Linda	11/20/15	Mailed	In addition to any 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 question the reasonableness of even planning toll lanes. There is a toll route east of Austin (130) that apparently is being minimally used.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts #47 - Removing Tolls from SH 130 as Relief Route to I-35
92	Barta	Mark	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively 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 agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice

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					and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
93	Bartosh	Ken	11/20/15	Hand Delivered	Numerous logical and economically acceptable options are on the table. These would be restriping south MoPac to accommodate emergency vehicles a HOV's. TxDOT, CTRMA and 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 toll roads!!! Please use extreme discretion and knowledge in your decisions on this sensitive topic.	#2 - Alternatives Considered #3 - Transportation Funding, the Mobility Authority & Tolling
94	Bartosh	Mary Ellen	11/20/15	Hand Delivered	Why on earth do you want to make MoPac I35??? 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 tollway SH 45 will connect to I35 - thus bringing more traffic to MoPac. Because tolls will be so expensive very small % will use toll road - thus increasing traffic on all other lanes. How about just putting in HOV lanes in both directions for buses, vehicles w/ more than 2 people and 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 and make it toll free! Trucks will use it then easing traffic on I35 along with autos. CPRMA and TxDOT need to be more transparent and honest with citizens (re: connecting MoPac to SH 45 - SH 45 to I35). work with 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 and places that these toll roads will negatively impact. The people of Austin have a right to have a say in this whole enterprise. Our tax dollars will be used on this project.	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #23 - How Express Lanes benefit General Purpose Lane Traffic #2 - Alternatives Considered #39 - Noise #35 - Community Impacts #47 - Removing Tolling of SH 130 as a Relief Route to I-35 #26 - NEPA Decision-making Process #49 - Coordination with COA & Others #21 - Impacts to Traffic in Surrounding Neighborhoods #40 - Parklands #36 - Environmental Justice
95	Batchelor	Jeffrey	10/12/15	Web Mail	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.	#2 - Alternatives Considered Comment noted.
96	Batchelor	Jeffrey	11/9/15	Virtual Open House	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.	#3 - Transportation Funding, the Mobility Authority & Tolling #23 - How Express Lanes benefit General Purpose Lane Traffic Comment noted.
97	Batchelor	Sue	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
98	Bayerdorffer	Bryan	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality

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					more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
99	Beacham	John	11/19/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
100	Beaird	Paula	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
101	Beall	Jon	11/20/15	Hand Delivered	I oppose expansion of MoPac. Send 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 connection 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 talent, we need to spend our transportation dollars on mass transit to avoid discouraging 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 SH 130' building more park and ride lots with express bus service to downtown, painting (not building) a new HOV/Bus/Express Lane. I support this option over construction of more/new highway lanes. Thank you for consideration of alternatives to adding new lanes.	#17 - Bus Transit #54 - Rail Transit #21 - Impacts to Traffic in Surrounding Neighborhoods #3 - Transportation Funding, the Mobility Authority & Tolling #39 - Noise #38 - Air Quality #47 - Removing Tolls from SH 130 as Relief Route to I-35 #2 - Alternatives Considered
102	Beard	Robert	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling

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					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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
103	Beard	Stephanie	11/17/15	Email	I support non-elevated plans to preserve the landscape and communities of this area of Austin.	#4 - Operational Configurations #37 - Visual & Aesthetics/CSS #35 - Community Impacts
104	Beaver	Howell	11/12/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
105	Becker	Kirk	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
106	Beckett	James	11/20/15	Virtual Open House	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?	#18 - Consistency with CAMPO 2040 MTP #33 - Flooding & Floodplains #35 - Community Impacts #2 - Alternatives Considered #17 - Bus Transit #54 - Rail Transit #23 - How Express Lanes benefit General Purpose Lane Traffic #24 - Traffic Conditions after 2040 #20 - Impacts to Downtown Traffic
107	Beckham	Diane	11/16/15	Email	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. 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. 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	#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #32 - Vegetation & Wildlife #40 - Parklands #35 - Community Impacts #27 - The Environmental Study #30 - Water Quality #2 - Alternatives Considered #3 - Transportation Funding, the Mobility Authority & Tolling

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					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.	#23 - How Express Lanes benefit General Purpose Lane Traffic
108	Bedell	Catherine	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
109	Bedell	Stephen	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
110	Bedrosian	Art	11/10/15	Comment Form	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 undersigned and outdated before it opens in 2035.	#23 - How Express Lanes benefit General Purpose Lane Traffic #28 - Purpose & Need Comment noted.
111	Beers	Stephen	11/20/15	Email	"Express" is simply a euphemism for "toll." CTRMA flacks refuse to say "the T word." 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. 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? 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, 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. 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 -- rather than	#2 - Alternatives Considered #6 - Direct Connectors #23 - How Express Lanes benefit General Purpose Lane Traffic #36 - Environmental Justice #3 - Transportation Funding, the Mobility Authority & Tolling #27 - The Environmental Study #45 - MoPac will become Bypass for I-35/Keep MoPac Local #22 - Traffic Impacts of a I-35-MoPac Loop #47 - Removing Tolls from SH 130 as a Relief Route to I-35 #54 - Rail Transit #41 - Indirect Impacts (Induced Growth) #30 - Water Quality #39 - Noise #40 - Parklands #35 - Community Impacts

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					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 effectively 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.	
112	Beesley	Haley	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
113	Beisner	David	11/18/15	Email	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.	#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #32 - Vegetation & Wildlife #40 - Parklands #35 - Community Impacts #27 - The Environmental Study #30 - Water Quality #2 - Alternatives Considered
114	Beisner	David	11/18/15	Email	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.	#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #32 - Vegetation & Wildlife #40 - Parklands #35 - Community Impacts #27 - The Environmental Study #30 - Water Quality #2 - Alternatives Considered
115	Beisner	Joelle	11/12/15	Email	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 neighborhoods while still significantly improving travel times and capacity on our	#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #35 - Community Impacts

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					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.	
116	Belknap	David	11/10/15	Comment Form	1) I like the "wish bone" 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, care fires and the like. Specifically I would recommend. 1) mile markers every 2/10s mile. 2) Label bridges over ALL freeways 3) Large way finding signs for major intersections farther out - - - more lead time for Drivers. 4) specific sign change for the 2 Lane North Bound Ramp to Cesar Chavez & w. 5th it is confusing...currently it Lable's Right EXIT lane for Cesar Chavez and left EXIT Lane for W 5th. Actually it should be Lake Austin Blvd./W. 5th & Cesar Chavez THEN Lake Austin Blvd/W. 5th Street/Cesar Chavez (arrows drawn underneath each street name)	#37 - Visual & Aesthetics/CSS
117	Bell	Justin	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
118	Bell	T	10/22/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
119	Bell	Tony	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands

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					Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
120	Bellocchio	Brenda	10/25/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
121	Bellocchio	Brenda	11/20/15	Hand Delivered	This is an ill-devised plan. Please require/encourage traffic on I-35 to utilize 130 to circumvent Austin. Possibly by ending 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 do not solve 21st century problems. Forward thinking please! Staggered work schedule, telecommute.	#47 - Remove Tolls from SH 130 as Relief Route to I-35 #2 - Alternatives Considered
122	Bellonci	Gioconda	11/20/15	Hand Delivered	Yes! To public transportation study all of it before building any of it! Make SH 130 FREE Paint rush hour HOV lanes on MoPac. Don't convert MoPac to a 2nd IH 35. Encourage carpooling!!!	#17 - Bus Transit #54 - Rail Transit #29 - 3 Projects should be Single Study #47 - Remove Tolls from SH 130 as Relief Route to I-35 #2 - Alternatives Considered #45 - MoPac will become I-35 Bypass/Keep MoPac Local
123	Beneke	Janet	11/20/15	Mailed	RE: Please take action oppose toll, elevated lane expansion of Mopac and the connection of South Mopac to Interstate 35 Dear Mayor Farrell and Members of Council: Please take action to oppose both the expansion of Mopac with tolled and elevated lanes	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35

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					and the connection of MoPac south 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.	#22 - Traffic Impacts of a I-35-MoPac Loop #25 - Concerns about Truck Traffic #35 - Community Impacts
124	Benkendorfer	Daryl	11/20/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
125	Bennett	Clyde	11/20/15	Mailed	RE: Please take action oppose toll, elevated lane expansion of Mopac and the connection of South Mopac to Interstate 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 MoPac south 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.	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #25 - Concerns about Truck Traffic #35 - Community Impacts
126	Bennett	Susan	11/20/15	Virtual Open House	I DO NOT want elevated, double decker lanes on Mopac next to Lady Bird lake. I believe that the environment, quality of life and aesthetics would be greatly harmed by such a plan.	#6 - Direct Connectors #4 - Operational Configurations #27 - The Environmental Study #37 - Visual & Aesthetics/CSS
127	Benoit	Adam	11/19/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
128	Benson	Lainey	11/15/15	Email	In addition to any 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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
129	Bentley	Margaret	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35

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					and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#17 - Bus Transit #51 - MoPac Intersections
130	Berman	Michael	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
131	Bernard	Ann	11/17/15	Email	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.	#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #3 - Transportation Funding, the Mobility Authority & Tolling #35 - Community Impacts #40 - Parklands #20 - Impacts to Downtown Traffic #17 - Bus Transit #2 - Alternatives Considered #26 - NEPA Decision-making Process #49 - Coordination with COA and Others
132	Bernard	Ann	11/20/15	Mailed	In addition to any 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. As a twenty six year resident of Austin, I understand that we need to make changes to accommodate 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 Garden and the City of Austin Nature and Science Center would all be directly and negatively affected by elevated lanes. Please support the	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #35 - Community Impacts #20 - Impacts to Downtown Traffic

#	Last Name	First Name	Date	Method	Comment (verbatim)	Response
					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 Cesar Chavez. There are easier and less expensive ways to alleviate traffic issues. Please do not add elevated sections or two wishbone bridges over Mopac.	
133	Berzon	Patricia	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
134	Bessent	Nancy	11/20/15	Hand Delivered	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. Closing the HS 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 1980s 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 center city is a rotten place to live - drug dealers, fences and other predators who prey on the suburbs. 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 and ride more easily. No double decks on MoPac. No confiscation or destruction of parkland for highways or toll roads. Protect the environment.	#3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #20 - Impacts to Downtown Traffic #17 - Bus Transit #54 - Rail Transit #15 - Bicycle & Pedestrian Facilities #6 - Direct Connectors #4 - Operational Configurations #40 - Parklands #27 - The Environmental Study
135	Best	Tom	11/12/15	Email	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 Star 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 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. 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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic

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					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.	
136	Bettison	Erin	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within the existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available within this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
137	Bettor	Laura	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
138	Beuerlein	Steve	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
139	Bezanson	Elizabeth	11/18/15	Email	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 suprisingly 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 may 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.	#6 - Direct Connectors #4 - Operational Configurations #40 - Parklands #15 - Bicycle & Pedestrian Facilities #2 - Alternatives Considered #32 - Vegetation & Wildlife #37 - Visual & Aesthetics/CSS
140	Bezanson	Elizabeth	11/20/15	Hand Delivered	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-	#32 - Vegetation & Wildlife #3 - Transportation Funding, the Mobility Authority & Tolling

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					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.	#35 - Community Impacts #27 - The Environmental Study
141	Biddison	Mollie	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
142	Bieri	Sandra	11/11/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
143	Bierschwale	James	11/12/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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					latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	
144	Billman	Blake	11/12/15	Virtual Open House	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.	#11 - Loop 360 #39 - Noise #6 - Direct Connectors #4 - Operational Configurations
145	Binkley	Ron	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
146	Bires	Sue	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
147	Black	Sinclair	11/20/15	Virtual Open House	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.	#2 - Alternatives Considered #17 - Bus Transit
148	Blackmar	James	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
149	Blagdan	Susie	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before	#29 - 3 Projects should be Single Study

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150	Blanco	Rafael	11/20/15	Mailed	RE: Please take action oppose toll, elevated lane expansion of Mopac and the connection of South Mopac to Interstate 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 MoPac south 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.	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #25 - Concerns about Large Trucks #35 - Community Impacts
151	Bland	Collin	11/20/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
152	Bland	Joe	11/7/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
153	Blizzard	Karen	11/20/15	Hand Delivered	I strongly support the official 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!!!!	#40 - Parklands #35 - Community Impacts #45 - MoPac will become I-35 Bypass/Keep MoPac Local #2 - Alternatives Considered #47 - Removing Tolls from SH 130 as Relief Route to I-35 #30 - Water Quality #26 - NEPA Decision-making Process
154	Blockley	M	11/19/15	Email	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	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #30 - Water Quality #40 - Parklands #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as a Relief Route to I-35 #45 - MoPac will become I-35 Bypass/Keep MoPac Local

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					Wildflower Center. And these toll roads, is MoPac to be an elite escape from IH-35? Consider implementing TxDOT'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.	#2 - Alternatives Considered
155	Blood	Bill	11/20/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
156	Bodenman	Jeff	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
157	Bonar	Ave	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
158	Bone	Barry	11/17/15	Virtual Open House	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.	#20 - Impacts to Downtown Traffic #6 - Direct Connectors #26 - NEPA Decision-making Process
159	Bonyun	Jeff	11/19/15	Virtual Open House	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	Comment noted. #10 - Barton Skyway #9 - Bee Cave Road #15 - Bicycle & Pedestrian Facilities #11 - Loop 360

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					<p>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.</p>	
160	Borgelt	Roger	11/6/15	Email	<p>According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"</p>	<p>#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality</p>
161	Boston Pinales	Carina	11/18/15	Email	<p>Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.</p>	<p>#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit</p>

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162	Boyle	Charlotte	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#51 - MoPac Intersections #29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
163	Bozyan	Frank	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
164	Brady	David	11/16/15	Email	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 Star 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 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. 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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic

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					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.	
165	Bramblett	Kristin	10/22/15	Email	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 Star 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 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. 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.	<p>#29 - 3 Projects should be Single Study</p> <p>#45 - MoPac will become I-35 Bypass/Keep MoPac Local</p> <p>#47 - Remove Tolls from SH 130 as Relief Route to I-35</p> <p>#54 - Rail Transit</p> <p>#2 - Alternatives Considered</p> <p>#51 - MoPac Intersections</p> <p>#46 - Extension of SH 45SW to I-35</p> <p>#22 - Traffic Impacts of a I-35-MoPac Loop</p> <p>#42 - Cumulative Impacts</p> <p>#40 - Parklands</p> <p>#31 - Threatened and Endangered Species</p> <p>#30 - Water Quality</p> <p>#32 - Vegetation & Wildlife</p> <p>#4 - Operational Configurations</p> <p>#3 - Transportation Funding, the Mobility Authority & Tolling</p> <p>#36 - Environmental Justice</p> <p>#25 - Concerns about Truck Traffic</p>
166	Brantley	Julia	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	<p>#29 - 3 Projects should be Single Study</p> <p>#44 - Timing of MoPac South, MoPac Intersections and SH 45SW</p> <p>#30 - Water Quality</p> <p>#40 - Parklands</p> <p>#2 - Alternatives Considered</p> <p>#22 - Traffic Impacts of a I-35-MoPac Loop</p> <p>#45 - MoPac will become I-35 Bypass/Keep MoPac Local</p> <p>#3 - Transportation Funding, the Mobility Authority & Tolling</p> <p>#36 - Environmental Justice</p> <p>#47 - Removing Tolls from SH 130 as Relief Route to I-35</p> <p>#17 - Bus Transit</p> <p>#51 - MoPac Intersections</p>
167	Bratton	Tracy	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane	<p>#44 - Timing of MoPac South, MoPac Intersections & SH 45SW</p> <p>#1 - Safety</p>

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					project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#30 - Water Quality
168	Brawley	Theresa	11/20/15	Mailed	RE: Please take action oppose toll, elevated lane expansion of Mopac and the connection of South Mopac to Interstate 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 MoPac south 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.	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #25 - Concerns about Large Trucks #35 - Community Impacts
169	Bray	Chip	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
170	Bray	Elizabeth	11/3/15	Email	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 geographical 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. • 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	#26 - NEPA Decision-making Process #29 - 3 Projects should be Single Study #6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #40 - Parklands #18 - Consistency with CAMPO 2040 MTP #35 - Community Impacts #30 - Water Quality #15 - Bicycle & Pedestrian Facilities #27 - The Environmental Study

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					choose support our public park land use, green spaces and community values! Thank you in advance for your careful consideration-	
171	Bray	Elizabeth	11/3/15	Virtual Open House	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 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 park land use, green spaces and community values!	#29 - 3 Projects should be Single Study #6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #40 - Parklands #18 - Consistency with CAMPO 2040 MTP #35 - Community Impacts #30 - Water Quality #15 - Bicycle & Pedestrian Facilities #27 - The Environmental Study
172	Bray	Elizabeth	11/11/15	Virtual Open House	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.	#28 - Purpose & Need #20 - Impacts to Downtown Traffic
173	Bray	Terry	11/12/15	Web Mail	I support CTRMA expansion plans and whichever alternative CTRMA finally recommends. Improvements are urgently needed asap to deal with the congestion on mopac.	Comment noted.
174	Breaux	Misty	11/20/15	Email	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 (2-3 hours 1 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 build & complete the roads BEFORE waisting any time & money on the "sound banier walls" which should be basic common sense. Another problem with these expensive, large and ugly so called sound baniers 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	#2 - Alternatives Considered #14 - Adding a 3 rd Lane south of William Cannon #17 - Bus Transit #51 - MoPac Intersections #39 - Noise #29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections & SH 45SW #30 - Water Quality #40 - Parklands #45 - MoPac will become I-35 Bypass/Keep MoPac Local #23 - How Express Lanes benefit General Purpose Lane Traffic #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Toll from SH 130 as a Relief Route to I-35

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					study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 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.	
175	Breeland	Marina	11/20/15	Mailed	RE: Please take action oppose toll, elevated lane expansion of Mopac and the connection of South Mopac to Interstate 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 MoPac south 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.	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #25 - Concerns about Large Trucks #35 - Community Impacts
176	Breeland	Patrick	11/20/15	Mailed	RE: Please take action oppose toll, elevated lane expansion of Mopac and the connection of South Mopac to Interstate 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 MoPac south 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.	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #25 - Concerns about Large Trucks #35 - Community Impacts
177	Breeland	Paula Jan	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
178	Brewer	Kathrin	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
179	Breyfogle	Forrest	11/13/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety

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					project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#30 - Water Quality
180	Bridgeman	Billy	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
181	Brinson	Damon	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
182	Brochhausen	Pamela	11/11/15	Email	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 Star 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 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. 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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic

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					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.	
183	Brodnax	Pat	10/22/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
184	Broughton	Barry	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
185	Browder	Ben	11/11/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety

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					project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#30 - Water Quality
186	Brown	Edith	11/20/15	Mailed	RE: Please take action oppose toll, elevated lane expansion of Mopac and the connection of South Mopac to Interstate 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 MoPac south 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.	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #25 - Concerns about Large Trucks #35 - Community Impacts
187	Brown	Edward	11/16/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
188	Brown	George	11/20/15	Virtual Open House	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.	#40 - Parklands #35 - Community Impacts #32 - Vegetation & Wildlife
189	Brown	Roger	10/13/15	Web Mail	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.	#51 - MoPac Intersections
190	Brown	Roger	11/10/15	Comment Form	First - great presentation of options. 2 other comments: The elevated exit to downtown is only option that allows unrestricted exits without crossing other traffic lanes at some point. Others will create another merging traffic obstacle 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!	#1 - Safety #51 - MoPac Intersections #14 - Adding a 3 rd Lane South of William Cannon

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					Thanks	
191	Brown	Sharon	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
192	Brown	Travis	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
193	Browning	Stewart	11/12/15	Email	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 Star 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 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. 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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic

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194	Brunow	Victoria	11/11/15	Email	<p>35 through Austin and ruin the heart and soul of Austin along the way.</p> <p>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 Star 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 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. 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.</p>	<p>#29 - 3 Projects should be Single Study</p> <p>#45 - MoPac will become I-35 Bypass/Keep MoPac Local</p> <p>#47 - Remove Tolls from SH 130 as Relief Route to I-35</p> <p>#54 - Rail Transit</p> <p>#2 - Alternatives Considered</p> <p>#51 - MoPac Intersections</p> <p>#46 - Extension of SH 45SW to I-35</p> <p>#22 - Traffic Impacts of a I-35-MoPac Loop</p> <p>#42 - Cumulative Impacts</p> <p>#40 - Parklands</p> <p>#31 - Threatened and Endangered Species</p> <p>#30 - Water Quality</p> <p>#32 - Vegetation & Wildlife</p> <p>#4 - Operational Configurations</p> <p>#3 - Transportation Funding, the Mobility Authority & Tolling</p> <p>#36 - Environmental Justice</p> <p>#25 - Concerns about Truck Traffic</p>
195	Bruns	Michael	11/9/15	Email	<p>According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"</p>	<p>#44 - Timing of MoPac South, MoPac Intersections & SH 45SW</p> <p>#1 - Safety</p> <p>#30 - Water Quality</p>
196	Brusevold	Hope	11/18/15	Email	<p>According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"</p>	<p>#44 - Timing of MoPac South, MoPac Intersections & SH 45SW</p> <p>#1 - Safety</p> <p>#30 - Water Quality</p>
197	Bryant	Suzanne	11/18/15	Email	<p>Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the</p>	<p>#29 - 3 Projects should be Single Study</p> <p>#44 - Timing of MoPac South, MoPac Intersections and SH 45SW</p> <p>#30 - Water Quality</p> <p>#40 - Parklands</p>

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					Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
198	Buck	Vicki	11/10/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
199	Buerger	Christi	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections

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200	Buesing	Karl	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
201	Buettemeyer	Andrea	11/10/15	Web Mail	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?	Comment noted.
202	Bufkin	Ben	11/10/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
203	Buie	Jed	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
204	Bulla	Dale	11/20/15	Hand Delivered	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 recommendations of your own 2011 Blue Ribbon Advisory group and make 130 Toll Free!!	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Removing Tolls from SH 130 as a Relief Route to I-35 #40 - Parklands #39 - Noise #27 - The Environmental Study
205	Bulla	Pat	11/20/15	Hand Delivered	Don't let Mopac become I-35 West!!! Do a complete study of all of it before doing piecemeal parts. Loo, 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!	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #2 - Alternatives Considered #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #35 - Community Impacts
206	Buls	Michael	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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					emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	
207	Bunch	Bill	10/30/15	Email	<p>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 Star 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 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. 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.</p>	<p>#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic</p>
208	Bunch	Bill	11/13/15	Email	<p>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.</p> <p>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. 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,</p>	<p>#45 - MoPac will become a I-35 Bypass/Keep MoPac Local #22 - Traffic Impacts of a I-35-MoPac Loop #46 - Extension of SH 45SW to I-35 #29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #39 - Noise #34 - Light Pollution #35 - Community Impacts #38 - Air Quality #40 - Parklands #53 - MoPac Improvement Project #41 - Indirect Impacts (Induced Growth) #30 - Water Quality #2 - Alternatives Considered #17 - Bus Transit #51 - MoPac Intersections</p>

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					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 fl\1opac tolled loop expansion to improve north-south traffic flow on 1- 35, SH 130, and Mopac not divert 1-35 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. Catherine Kyle, President West Austin Neighborhood Group	
209	Buratti	Leah	11/15/15	Email	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.	#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #32 - Vegetation & Wildlife #39 - Noise #34 - Light Pollution #40 - Parklands #35 - Community Impact #27 - The Environmental Study #30 - Water Quality #2 - Alternatives Considered #3 - Transportation Funding, the Mobility Authority & Tolling #54 - Rail Transit
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211	Burnett	Rusty	11/20/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
212	Burnette	Molly	11/20/15	Hand Delivered	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.	#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS
213	Burnham	John	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
214	Burns	Steve	10/22/15	Email	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 Star 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 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. 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,	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic

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215	Burton	Bruce	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
216	Burton	Robert	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
217	Bury	Paul	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
218	Butler	Julie	11/19/15	Email	I do not support elevated 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 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 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 space and community values.	#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #32 - Vegetation & Wildlife #27 - The Environmental Study #30 - Water Quality #40 - Parklands #35 - Community Impacts
219	Buzek	Theresa	11/11/15	Virtual Open House	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.	Comment noted.
220	Caballero	Kristian	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before	#29 - 3 Projects should be Single Study

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221	Caldwell	Matthew	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
222	Caldwell	Susan	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
223	Callahan	Brendan	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
224	Cameron	Sidney	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality

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225	Campbell	Don	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
226	Cannatti	Mike	11/10/15	Comment Form	*No overpasses at Lady Bird Lake or over Zilker Park *We should not expand 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 Scotter 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.	#6 - Direct Connectors #4 - Operational Configurations #30 - Water Quality #45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #2 - Alternatives Considered #40 - Parklands
227	Cantu	Andy	11/10/15	Web Mail	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.	Comment noted.
228	Carbonneau	Laura	11/10/15	Email	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 Star 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 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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species

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229	Cariker	Jeff	11/7/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
230	Carlson	Andy	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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					emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	
231	Carman	Neil and Elizabeth	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
232	Carson	Cecile	10/23/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
233	Carson-Coe	Mary	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered

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					Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
234	Carter	Graham	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
235	Cartwright	Lindsey	11/16/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
236	Cassidy	Brian	11/20/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
237	Castro	Doreene	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
238	Cavazos Weems	Digna	11/18/15	Web Mail	I am a parent of an Austin High student. Most of us who drive our kids to school will not benefit from the toll lanes because one must be on the regular lanes as of Barton Skyway in order to get into the Austin High area. Additional general traffic will use the loop under Cesar Chavez, increasing our waits from the current 15-45 minutes on SF Austin Dr to even longer wait times. The busses can't even get out as it is at 4:00 pm. The proposals put pressure on our parks. Two plans envision a double decker through	#23 - How Express Lanes benefit General Purpose Lane Traffic #20 - Impacts to Downtown Traffic #40 - Parklands

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					Zilker and over Lady Bird Lake. One plan takes 5 acres of Zilker Park for highway. That is unacceptable from my family's perspective. Zilker Park, Barton Springs and Lady Bird Lake are crown jewels of Austin and should be preserved. Please consider this when making changes to the existing Cesar Chavez. Leave it alone. The toll lanes are already a big enough change.	
239	Cavitt	Stanley	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
240	Cespedes	Carol	11/20/15	Email	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.	#29 - 3 Projects should be Single Study #35 - Community Impacts #3 - Transportation Funding, the Mobility Authority & Tolling #2 - Alternatives Considered #27 - The Environmental Study #30 - Water Quality
241	Charlesworth	Michael	11/20/15	Hand Delivered	We need environmental impact studies for the whole of the 45SW/Mopac loop before any more changes to expressway roads take place. We need transportation systems that take people, trucks and cars off the roads-that is railroads, trains, 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 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.	#29 - 3 Projects should be Single Study #17 - Bus Transit #54 - Rail Transit #47 - Removing Tolls from SH 130 as a Relief Route to I-35 #2 - Alternatives Considered #27 - The Environmental Study #25 - Concerns about Large Trucks
242	Chauvette	Jamie	11/10/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
243	Childers	John	11/19/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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244	Choi	Jackie	11/13/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
245	Christian	Joe	11/11/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
246	Christensen	Leslie	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
247	Christian	Spencer	11/10/15	Comment Form	*Endanger AHS students *Cause unnecessary traffic in our area *Terrible for ecosystem of Edward's Aquifer	#1 - Safety #20 - Impacts to Downtown Traffic #21 - Impacts to Traffic in Surrounding Neighborhoods #30 - Water Quality
248	Cimbala	Marion	11/5/15	Email	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 Star 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 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-	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality

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					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.	#32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
249	City of Rollingwood	City of Rollingwood	11/20/15	Mailed	"PETITION SIGNED BY 280 INDIVIDUALS REPRESENTING THE CITY OF ROLLINGWOOD." 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 (1-345) and Houston (1-45 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	#49 - Coordination with COA and Others #18 - Consistency with CAMPO 2040 MTP #4 - Operational Configurations #6 - Direct Connectors #37 - Visual & Aesthetics/CSS #35 - Community Impacts #39 - Noise #34 - Light Pollution #15 - Bicycle & Pedestrian Facilities #40 - Parklands #28 - Purpose & Need #32 - Vegetation & Wildlife #20 - Impacts to Downtown Traffic #26 - NEPA Decision-making Process #27 - The Environmental Study #19 - Current Travel Time Data #2 - Alternatives Considered

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					<p>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 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</p>	

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					<p>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 COM 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 1-35 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 111 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.</p> <p>SEE APPENDIX I FOR ATTACHMENT TO THIS COMMENT.</p>	
250	Clark	Stephen	11/19/15	Email	<p>Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45</p>	#29 - 3 Projects should be Single Study

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					SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
251	Clarke	Margot	11/20/15	Hand Delivered	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 express way 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 honestly about the west loop off of IH35 definitely being the real plan would at lease be refreshing.	#47 - Removing Tolls from SH 130 as a Relief Route to I-35 #45 - MoPac will become I-35 Bypass/Keep MoPac Local #35 - Community Impacts
252	Clements	Amanda	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
253	Cobb	Amelia	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
254	Coddington	Jeff	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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					build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	
255	Cody	Buck	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
256	Coetzee	Gerda	11/13/15	Email	I am begging you to 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 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.	#6 - Direct Connectors #4 - Operational Configurations #40 - Parklands #35 - Community Impacts
257	Cofer	Hanna	11/20/15	Hand Delivered	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 would) 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 p make SH 130 free; add smart lanes, Fix IH 35. 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 saying what happens to our community.	#32 - Vegetation & Wildlife #40 - Parklands #2 - Alternatives Considered #30 - Water Quality #45 - MoPac will become I-35 Bypass/Keep MoPac Local #27 - Removing Tolls from SH 130 as a Relief Route to I-35 #26 - NEPA Decision-making Process
258	Cofer	Rick	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
259	Coffee	Gail	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit

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					and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#51 - MoPac Intersections
260	Coffin	Judy	11/11/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
261	Coffin	Laurie	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study 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 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
262	Cogburn	Steven	11/20/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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					project any more. Build it Now!"	
263	Cohen	Jeff	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
264	Cohen	Sandra	11/20/15	Mailed	RE: Please take action oppose toll, elevated lane expansion of Mopac and the connection of South Mopac to Interstate 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 MoPac south 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.	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #25 - Concerns about Large Trucks #35 - Community Impacts
265	Collins	Ed	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
266	Collins	Richard	11/16/15	Web Mail	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.	#3 - Transportation Funding, the Mobility Authority & Tolling #2 - Alternatives Considered
267	Collins	Spencer	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
268	Colon	Mercedes	11/9/15	Email	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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit

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					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 Star 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 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. 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.	#2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
269	Comer	Katie	11/20/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
270	Compere	Brad	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
271	Condon	Carl	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
272	Conrad	Kevin	11/6/15	Virtual Open House	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	Comment noted.

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					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.	
273	Conrad	Renae	11/2/15	Web Mail	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.	#6 - Director Connectors #4 - Operational Configurations
274	Constant	Nick	11/20/15	Hand Delivered	Study all of it before building any of it. Free SH 130 to fix I35, do not break Mopac to do so.	#29 - 3 Projects should be Single Study #47 - Removing Tolls from SH 130 as a Relief Route to I-35
275	Cook	Bette	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
276	Cook	Christopher	11/8/15	Email	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 Star 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.	#29 - 3 Projects should be Single Study #29 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Removing Tolls from SH 130 as a Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife
277	Cook	Gary	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #29 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
278	Cook	Jason	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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					emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	
279	Cook	Mary	11/18/15	Email	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 absurd 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 agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
280	Cook	Thomas	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
281	Cooksey	Frank	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
282	Coon	Bill	11/20/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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					project any more. Build it Now!"	
283	Cooper	Charlyne	11/19/15	Email	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. Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
284	Cooper	Marjann	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
285	Cooper	Michael	11/13/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
286	Coplin	Stacy	11/4/15	Email	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 Star 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 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. 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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic

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					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.	
287	Corbin	Robert	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
288	Corbin	Robert	11/20/15	Hand Delivered	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 (Uber like) roads sharpens 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	#2 - Alternatives Considered
289	Corbitt	Joshua	11/10/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
290	Cornetet	James	11/17/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
291	Corum	Claudia	11/19/15	Email	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.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered

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					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. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#22 - Traffic Impacts of a I-35-MoPac Loop #29 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections #25 - Concerns about Large Trucks
292	Corum	Claudia	11/20/15	Hand Delivered	I have attended CTRMA workshops over and over, for years. We are presented with big maps with roads going through them. All portrayed in small, piecemeal projects - the underpasses @ La Crosse 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, form I-35. People living on the beleaguered Brodie Lane will have been exploited as part of the plan to sell SH 45SW. There have been no alternatives studied or suggested to them to alleviate their traffic, some of which comes from Hays Co. There are alternatives - simple, less costly and certainly more rationale than trying to alleviate MoPac traffic by bringing in more traffic.	#28 - Purpose & Need #45 - MoPac will become I-35 Bypass/Keep MoPac Local #52 - City of Austin Roadways
293	Cotner	Douglas	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
294	Coulter	Josh	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
295	Coulter	Rachel	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
296	Courtney	Annie	11/20/15	Mailed	In addition to any 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	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations

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					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. 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.	#37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts #39 - Noise #34 - Light Pollution
297	Courtney	Chris	11/20/15	Mailed	In addition to any 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. 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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
298	Courtney	Chris	11/20/15	Mailed	RE: Please take action oppose toll, elevated lane expansion of Mopac and the connection of South Mopac to Interstate 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 MoPac south 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.	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #25 - Concerns about Large Trucks #35 - Community Impacts
299	Coward	Cynthia	11/20/15	Email	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 agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
300	Craig	Elizabeth	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections

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301	Craig	Peter	11/18/15	Email	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 agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
302	Craig	Richard	11/20/15	Hand Delivered	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 mix of mistakes TxDOT has made already. Keep MoPac local!	#3 - Transportation Funding, the Mobility Authority & Tolling #6 - Direct Connectors #4 - Operational Configurations #40 - Parklands #37 - Visual & Aesthetics/CSS
303	Crawford	Patrcia	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
304	Cresswell	Lauren	11/20/15	Hand Delivered	I am deeply concerned by the proposals for south MoPac, especially when TXDOT acknowledges in their 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 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 vanpools 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 need to use the infrastructure we already have in a more efficient way. I do not support expansion or new highway lanes through parkland, environmentally sensitive areas, or water fronts. Who does this really serve? Does this plan include any solutions that actually address behavioral changes that need to take place in order for traffic to get better? No new roads. Get smarter about using what we already have. CTRMA, tell the truth about what the real impact is going to be - not just to congestion levels on MoPac, not just to the recharge zones and waterways, but to the systemic, transportation problems that we are suffering from. invest in park and rides and better bus service, not roads.	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #36 - Environmental Justice #2 - Alternatives Considered #17 - Bus Transit #54 - Rail Transit #40 - Parklands #30 - Water Quality #27 - The Environmental Study
305	Crismon	Lynn	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
306	Crochet	Ren	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before	#29 - 3 Projects should be Single Study

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307	Crockett	Mike	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
308	Cross	Grant	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
309	Crossland	Susan	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
310	Crowe	Nelson	11/16/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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311	Cruz	CS	11/20/15	Web Mail	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 be 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.	#3 - Transportation Funding, the Mobility Authority & Tolling
312	Cubria	Melissa	10/28/15	Email	THIS EMAIL WAS SENT AT 12:25 PM AND 12:40 PM. 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
313	Cubria	Melissa	11/4/15	Web Mail	I would like to coordinate a briefing with CTRMA officials to discuss the SH 45 SW project.	Comment noted.
314	Culpepper	Gary	11/8/15	Email	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 CTRMA's piecemeal	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands

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315	Currens	Leslie	11/10/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
316	Custardo	Justin	11/8/15	Email	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	#37 - Visual & Aesthetics/CSS #29 - 3 Projects should be Single Study #45 - MoPac will become Bypass to I-35/Keep MoPac Local #47 - Removing Tolling from SH 130 as Relief Route to I-35

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317	Dail	Simone	10/23/15	Email	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 Star 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 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. 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.	<p>#29 - 3 Projects should be Single Study</p> <p>#45 - MoPac will become I-35 Bypass/Keep MoPac Local</p> <p>#47 - Remove Tolls from SH 130 as Relief Route to I-35</p> <p>#54 - Rail Transit</p> <p>#2 - Alternatives Considered</p> <p>#51 - MoPac Intersections</p> <p>#46 - Extension of SH 45SW to I-35</p> <p>#22 - Traffic Impacts of a I-35-MoPac Loop</p> <p>#42 - Cumulative Impacts</p> <p>#40 - Parklands</p> <p>#31 - Threatened and Endangered Species</p> <p>#30 - Water Quality</p> <p>#32 - Vegetation & Wildlife</p> <p>#4 - Operational Configurations</p> <p>#3 - Transportation Funding, the Mobility Authority & Tolling</p> <p>#36 - Environmental Justice</p> <p>#25 - Concerns about Truck Traffic</p>
318	Dalton	Randy	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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	<p>#29 - 3 Projects should be Single Study</p> <p>#44 - Timing of MoPac South, MoPac Intersections and SH 45SW</p> <p>#30 - Water Quality</p> <p>#40 - Parklands</p> <p>#2 - Alternatives Considered</p> <p>#22 - Traffic Impacts of a I-35-MoPac Loop</p> <p>#45 - MoPac will become I-35 Bypass/Keep MoPac Local</p> <p>#3 - Transportation Funding, the Mobility Authority & Tolling</p> <p>#36 - Environmental Justice</p> <p>#47 - Removing Tolls from SH 130 as Relief Route to I-35</p>

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					bypass we already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#17 - Bus Transit #51 - MoPac Intersections
319	Damron	Mary	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
320	Datres	Lauren	11/10/15	Comment Form	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.	Comment noted.
321	Datres	Lauren	11/20/15	Hand Delivered	Many people are worried 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 watersheds that protect Barton Springs and the environment; which need to be addressed for the health of the community. A non-constructional solution will appeal to interregional traffic and reduce traffic off of I-35 and in turn make the current suggested plans more plausible.	#45 - MoPac will become Bypass for I-35/Keep MoPac Local #2 - Alternatives Considered #3 - Transportation Funding, the Mobility Authority & Tolling #30 - Water Quality
322	David	Nicole & Delu	11/20/15	Virtual Open House	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.	#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #32 - Vegetation & Wildlife #40 - Parklands #35 - Community Impacts #27 - The Environmental Study #30 - Water Quality
323	Davis	Kelly	11/20/15	Hand Delivered	The six 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 and bike trail, the botanical gardens, the Austin nature and science center, and Austin High School. TxDOT should use previously approved funds to pay off SH 130 debt and have SH 130 function as intended - as an eastern bypass for I-35 traffic. Conduct a comprehensive study of the environmental impacts of the connected series of road projects - Mopac South, Mopac Improvement Project, SH 45 SW from Mopac to 1626, and SH 45 SW from 1626 to I-35. The projects are connect geographically, temporally, and by their sting (in large part) in the Edwards Aquifer/Barton Springs Recharge Zone. Many citizens, including myself, are skeptical of the conditions sate in the executive summary of the downtown traffic study. Cesar Chavez and 5th/6th Streets should not be only east/west routes that are studies. The streets will be so congested of direct connectors that cars will disperse through the rest of the downtown rework. Downtown during rush hour cannot accommodate more traffic. Project designed for single occupancy vehicles will only perpetuate congestion.	#2 - Alternatives Considered #6 - Direct Connectors #4 - Operational Configurations #40 - Parklands #35 - Community Impacts #47 - Removing Tolls from SH 130 as Relief Route to I-35 #29 - 3 Projects should be Single Study #42 - Cumulative Impacts #30 - Water Quality #20 - Impacts to Downtown Traffic

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324	Davis	Sara	11/20/15	Hand Delivered	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"	#29 - 3 Projects should be Single Study #3 - Transportation Funding, the Mobility Authority & Tolling #47 - Removing Tolls from SH 130 as a Relief Route to I-35 #2 - Alternatives Considered
325	Davis	Sara	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
326	Davis	Sara	11/20/15	Virtual Open House	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.	#3 - Transportation Funding, the Mobility Authority & Tolling #23 - How Express Lanes benefit General Purpose Lane Traffic #47 - Removing Tolls from SH 130 as a Relief Route to I-35 #45 - MoPac will become I-35 Bypass/Keep MoPac Local #22 - Traffic Impacts of a I-35-MoPac Loop #25 - Concerns about Large Trucks
327	Davis	Tammy	11/9/15	Email	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 Star 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 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. 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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic

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					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.	
328	Dawson	Peter	11/13/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
329	Dawson	Ruth	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
330	Day	Joanne	11/10/15	Comment Form	Go back to the drawing board. These options do not need to go any further. Express tolls will only be used by people who can afford \$13 peak hour fee for the 8 mile stretch. We would be better served by more park & ride/bus options; restripe South MoPac to add HOV lanes. Make SH130 free - no tolls to relieve congestion on IH35 - getting the regional traffic off these would also relieve traffic on MoPac. Do not connect IH35 & MOPAC via SW45. These options will be mont. Game over for central Austin - stand still - cluster....	#36 - Environmental Justice #23 - How Express Lanes benefit General Purpose Lane Traffic #54 - Bus Transit #2 - Alternatives Considered #47 - Removing Tolls from SH 130 as Relief Route to I-35 #46 - Extension of SH 45SW to I-35 #45 - MoPac will become I-35 Bypass/Keep MoPac Local #22 - Traffic Impacts of a I-35-MoPac Loop
331	Day	Joanne	11/20/15	Hand Delivered	More toll roads are not the answer to alleviate Austin traffic wars. As more people (and their cars) 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 to allow south traffic to flow at a fast rate - only if you can afford to pay for it. We moved to this outside the box on sitting traffic morning in Austin. We need a complete study on all toll projects for Austin before you start building any more pieces. Lets pay off SH 130 - get rid of the tolls and get trucks off I-35. Restripe south MoPac to get HOV lanes. Add more park and rides. Add bus routes and metro rapid. Bring back the Dillos. There are so many options we could use. No toll roads. No tolled bypass of IH 35 by connecting MoPac to IH 35 via SW 45. 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.	#3 - Transportation Funding, the Mobility Authority & Tolling #23 - How Express Lanes benefit General Purpose Lane Traffic #28 - Purpose & Need #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #2 - Alternatives Considered #54 - Bus Transit #46 - Extension of SH 45SW to I-35 #45 - MoPac will become I-35 Bypass/Keep MoPac Local #22 - Traffic Impacts of a I-35-MoPac Loop
332	Dean	Kim	10/22/15	Email	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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections

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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 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. 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.	#46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
333	Dean	Kim	11/20/15	Hand Delivered	1) Please study all options before building anything. Consult other cities of similar size and issues. 2) Make 130 and 45 free to encourage drivers to use them. 3) paint rush hour HOV lanes on MoPac.	#2 - Alternatives Considered #47 - Removing Tolling from SH 130 as Relief Route to I-35
334	Decker	Elsa	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
335	DeGroot	Paul	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
336	DeHaas	Lorraine	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered

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					Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
337	DeJean	Robb	11/20/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
338	DeKinder	Jade	11/19/15	Email	In addition to any 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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
339	Dempsey	Erin	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
340	Dempsey	Mike	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections

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341	Deneau	Noah	11/20/15	Virtual Open House	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.	#15 - Bicycle & Pedestrian Facilities Comment noted.
342	Denkler	Ann	11/20/15	Hand Delivered	Fix IH-35 first! Free tolls on 130 - it's already built! Why can't CapMetro busses use express lanes (toll lanes) for free? This should be allowed to encourage transit and free up capacity.	#47 - Removing Tolls from SH 130 as Relief Route to I-35 #2 - Alternatives Considered #23 - How Express Lanes benefit General Purpose Lane Traffic
343	DeWeese	Pete	10/24/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
344	DeWeese	Vicki	10/24/15	Email	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 Star 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 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. The current piecemeal study process, which chops up this project into four separate	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife

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					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.	#4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
345	Dickens	Linda	11/20/15	Virtual Open House	I oppose elevated lanes on MoPac. I oppose toll lanes on MoPac. Please find better solutions by conducting more thorough environmental impact assessments.	#6 - Direct Connectors #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #2 - Alternatives Considered #27 - The Environmental Study
346	Dickerson	Wesley	11/19/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
347	Dickinson	Pam	11/19/15	Email	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 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 Aquifer 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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a MoPac-I-35 Loop #47 - Removing Tolls from SH 130 as a Relief Route to I-35 #25 - Concerns about Large Trucks #35 - Community Impacts #36 - Environmental Justice #23 - How Express Lanes benefit General Purpose Lane Traffic #30 - Water Quality #40 - Parklands #42 - Cumulative Impacts #31 - Threatened & Endangered Species #32 - Vegetation & Wildlife #2 - Alternatives Considered

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					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	
348	Dicks	Charles	11/17/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
349	Dickson	Betty	11/20/15	Hand Delivered	Must make SH-130 free. By doing so, I-35 will have immediate improvement. Suppress I-35 underground along Austin downtown. And allow more east-west bridges and coverage over suppressed 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 DC 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. including mass transit.	#47 - Removing Tolls from SH 130 as a Relief Route to I-35 #45 - MoPac will become Bypass to I-35/Keep MoPac Local #2 - Alternatives Considered #6 - Direct Connectors #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #17 - Bus Transit #54 - Rail Transit
350	Dileo	Tracy	11/20/15	Hand Delivered	It is my belief that enlarging MoPac by building more lanes, and connecting it 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 to 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 study this issue from all aspects, keeping paramount the vision of a livable city and an enjoyable environment for the citizens who live here. We were supposed to have made a chose of either a dense 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.	#45 - MoPac will become Bypass to I-35/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a MoPac-I-35 Loop #41 - Indirect Impacts (Induced Growth) #30 - Water Quality #27 - The Environmental Study #35 - Community Impacts #40 - Parklands
351	Dillard	Krista	11/20/15	Mailed	In addition to any 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 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 and transforms the character, look and feel of Austin's most prized attributes: Lady Bird lake and Zilker Park and Gardens.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts #39 - Noise #34 - Light Pollution
352	Dillard III	Robert	11/20/15	Mailed	In addition to any 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	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations

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					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 am not in support of any elevated lanes over MoPac and close to downtown Austin. The 2-lanes each direction - without elevated lanes option. Lowest impact to the park, lake and neighborhoods while still significantly improving travel times and capacity on our roadways.	#37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
353	Dillinger	Landree	11/17/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
354	Dillion	Debbie	11/18/15	Email	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. 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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts #27 - The Environmental Study #30 - Water Quality #20 - Impacts to Downtown Traffic
355	Dillion	Russ	11/18/15	Email	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.	#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
356	Dixon	Kelly	11/20/15	Mailed	In addition to any 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. Rollingwood is a unique community - vibrant and growing. Please preserve our home and our views and support the two lane each direction option.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
357	Dobson	Lynne	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local

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					benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
358	Doherty	Alex	11/20/15	Email	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 agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
359	Dolch	Gary	11/10/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
360	Donahoe	Keith	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
361	Donnelley	Maria	11/3/15	Web Mail	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.	Comment noted.
362	Donohoe	Beau	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
363	Dopkins	Eric	11/10/15	Mailed	I do not support elevated toll lane of any kind over MoPac close to the downtown area. Please do not add a double decker over lady	#6 - Direct Connectors

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					Bird Lake or two double decker wishbone bridges over Mopace 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 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.	#4 - Operational Configurations #39 - Noise #34 - Light Pollution #40 - Parklands #35 - Community Impacts #27 - The Environmental Study #30 - Water Quality #3 - Transportation Funding, the Mobility Authority & Tolling #2 - Alternatives Considered #54 - Rail Transit
364	Dopkins	Tricia	11/12/15	Mailed	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. Please ensure the plan you choose support our public parkland use, green spaces and community values.	#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
365	Dorr	Philip	11/10/15	via Court Reporter	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 nightmareback 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 rail 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.	#3 - Transportation Funding, the Mobility Authority & Tolling #54 - Rail Transit #2 - Alternatives Considered
366	Doty	Michelle	10/22/15	Email	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 Star 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,	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35

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					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 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. 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.	#22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
367	Dougherty	Leigh	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
368	Doughtie	Lee	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
369	Douglas	Casey	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling

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					making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
370	Douglass	Brent	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
371	Douglass	Julie	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
372	Dowling	Christopher	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
373	Doyle	Kathy	11/20/15	Hand Delivered	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 and 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.	#3 - Transportation Funding, the Mobility Authority & Tolling #30 - Water Quality #1 - Safety #35 - Community Impacts #40 - Parklands #32 - Vegetation & Wildlife

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						#49 - Coordination with COA and Others #2 - Alternatives Considered #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #54 - Rail Transit
374	Dozier	Dirk	11/19/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
375	Drake	Rex	11/11/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
376	Dries	Laurie	11/12/15	Web Mail	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.	#2 - Alternatives Considered #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #54 - Rail Transit #42 - Cumulative Impacts
377	Dufour	Kevin	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
378	Duhon	Earl	11/19/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
379	Duke	Amy	11/20/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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					latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	
380	Duke	John	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
381	Dukes	Glenn	11/5/15	Virtual Open House	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.	Comment noted.
382	Dukette	Scott	11/11/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
383	Dunaway	Nicole	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
384	Duncan	Genevieve	11/16/15	Email	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 Star 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 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. 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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations

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					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.	#3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
385	Dungan	Matthew	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
386	Dungan	Matthew	11/20/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
387	Dunn	Beverly	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
388	Durand	Lea Ann	11/20/15	Hand Delivered	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 evening. 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.	#23 - How Express Lanes benefit General Purpose Lane Traffic #6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #1 - Safety #40 - Parklands #35 - Community Impacts

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						#20 - Impacts to Downtown Traffic #2 - Alternatives Considered #3 - Transportation Funding, the Mobility Authority & Tolling
389	Durbin	Jane	11/7/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
390	Durke	Andrew	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
391	Durrett	Marshall	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
392	Dyer	Kakky	11/19/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety

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393	Dyson	Mary	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
394	Eason	Susan	11/16/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
395	Edelman	Patti	11/20/15	Mailed	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW

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					SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
396	Edwards	Jola	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
397	Eidbo	Louise	11/20/15	Hand Delivered	Please study and share the whole Austin story. Safety around Austin high is primary w/ so many new drivers. Make I30 toll free. Austin is known for creative unique solutions and building consortiums to resolve issues. Lets use some of these resources!	#1 - Safety #47 - Removing Tolls from SH 130 as Relief Route to I-35 #2 - Alternatives Considered #26 - NEPA Decision-making Process
398	El Kurd	Dana	11/18/15	Email	I am firmly against the creation of toll roads in general. But, in addition to any 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.	#3 - Transportation Funding, the Mobility Authority & Tolling #6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
399	Elder	Rachel	11/20/15	Mailed	In addition to any 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 understand congestion on Mopac, but feel the light and noise pollution will significantly increase near the park. I feel this would be detriment to our neighborhoods. 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 mopac local and not connecting with I35.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts #39 - Noise #34 - Light Pollution #45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop

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400	Elias	Walter	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
401	Elich	Kindra	11/11/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
402	Eliot	George	11/12/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
403	Eliot	George	11/19/15	Email	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	#29 - 3 Projects should be Single Study #47 - Removing Tolls from SH 130 as Relief Route to I-35 #45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of I-35-MoPac Loop

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					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 Aquifer 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,	<p>#25 - Concerns about Large Trucks</p> <p>#35 - Community Impacts</p> <p>#23 - How do Express Lanes Benefit General Purpose Lane Traffic</p> <p>#30 - Water Quality</p> <p>#40 - Parklands</p> <p>#31 - Threatened and Endangered Species</p> <p>#42 - Cumulative Impacts</p> <p>#32 - Vegetation & Wildlife</p> <p>#4 - Operational Configurations</p> <p>#3 - Transportation Funding, the Mobility Authority & Tolling</p> <p>#36 - Environmental Justice</p>
404	Elkins	Jules	11/15/15	Email	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.	<p>#6 - Direct Connectors</p> <p>#4 - Operational Configurations</p> <p>#37 - Visual & Aesthetics/CSS</p> <p>#32 - Vegetation & Wildlife</p> <p>#40 - Parklands</p> <p>#15 - Bicycle & Pedestrian Facilities</p> <p>#35 - Community Impacts</p> <p>#38 - Air Quality</p> <p>#17 - Bus Transit</p> <p>#54 - Rail Transit</p>
405	Elkins	Jules	11/15/15	Email	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	<p>#6 - Direct Connectors</p> <p>#4 - Operational Configurations</p> <p>#37 - Visual & Aesthetics/CSS</p> <p>#32 - Vegetation & Wildlife</p> <p>#40 - Parklands</p> <p>#15 - Bicycle & Pedestrian Facilities</p> <p>#35 - Community Impacts</p> <p>#38 - Air Quality</p>

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					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.	#17 - Bus Transit #54 - Rail Transit
406	Elkins	Zachary	11/18/15	Email	I am rarely active in local policy issues, but I wanted to let you know that I am deeply concerned 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 encourage you to reconsider these plans. I appreciate your consideration.	#6 - Direct Connectors #4 - Operational Configurations #35 - Community Impacts #37 - Visual & Aesthetics/CSS #2 - Alternatives Considered
407	Elkins	Zachary	11/19/15	Email	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.	#6 - Direct Connectors #4 - Operational Configurations #35 - Community Impacts #37 - Visual & Aesthetics/CSS #2 - Alternatives Considered #17 - Bus Transit #54 - Rail Transit
408	Elkins	Zachary	11/19/15	Email	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.	#6 - Direct Connectors #4 - Operational Configurations #35 - Community Impacts #37 - Visual & Aesthetics/CSS #2 - Alternatives Considered #17 - Bus Transit #54 - Rail Transit
409	Embree	Glenda	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
410	English	Bill	11/18/15	Virtual Open House	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.	Comment noted.
411	Epstein	Celeste	10/22/15	Email	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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections

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					sharing, and transit options, and moving forward with the Lone Star 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 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. 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.	#46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
412	Epstein	Celeste	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
413	Eslami	Negar	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
414	Esparza	Manuel	11/6/15	Virtual Open	Thanks for the continued updates. The time for action is now so please move don't delay the process anymore and work on	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW

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				House	implementing the express lanes.	
415	Estes	Brian	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
416	Estrada	Marc	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
417	Etien	Josh	11/20/15	Mailed	RE: Please take action oppose toll, elevated lane expansion of Mopac and the connection of South Mopac to Interstate 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 MoPac south 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.	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #25 - Concerns about Large Trucks #35 - Community Impacts
418	Evans	Rhonda	11/19/15	Email	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.	#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #2 - Alternatives Considered
419	Evans	V. Bruce	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
420	Falck	Stephanie	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study 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	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling

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					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 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 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. Also encourage employers to permit as many employees as possible work from home.	#36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
421	Fanning	Ryan	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
422	Farabee	Karen	11/19/15	Email	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.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
423	Farmer	Gary	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
424	Farrar	MaryBeth	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
425	Fatel	John	11/20/15	Mailed	In addition to any other comments I may submit, I want to express that I do not support elevated toll lanes of any kind over MoPac.	#6 - Direct Connectors

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					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. 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!	#2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
426	Fatel	Marilee	11/20/15	Mailed	In addition to any 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. Austin is known for it's green space - Lady Bird Lake being one of the most beautiful. Double decker lanes would greatly affect that beautiful space with a negative affect. Let's not become Dallas or Houston!	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
427	Feldott	Bill	11/18/15	Email	I do not support elevated toll lanes of any kind over MoPac close to downtown. 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 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. 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 industrial. This wuld 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 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.	#3 - Transportation Funding, the Mobility Authority & Tolling #6 - Direct Connectors #4 - Operational Configurations #40 - Parklands #35 - Community Impacts #32 - Vegetation & Wildlife #37 - Visual & Aesthetics/CSS #39 - Noise #34 - Light Pollution #27 - The Environmental Study #30 - Water Quality
428	Feldott	Cristina	11/18/15	Email	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 industrial 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.	#3 - Transportation Funding, the Mobility Authority & Tolling #6 - Direct Connectors #4 - Operational Configurations #40 - Parklands #35 - Community Impacts #32 - Vegetation & Wildlife #37 - Visual & Aesthetics/CSS #39 - Noise #34 - Light Pollution #27 - The Environmental Study #30 - Water Quality
429	Feldott	Cristina	11/18/15	Email	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 industrial This would add more noise and light pollution to Zilker Park, the	#3 - Transportation Funding, the Mobility Authority & Tolling #6 - Direct Connectors #4 - Operational Configurations #40 - Parklands #35 - Community Impacts #32 - Vegetation & Wildlife #37 - Visual & Aesthetics/CSS

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					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.	#39 - Noise #34 - Light Pollution #27 - The Environmental Study #30 - Water Quality
430	Ferguson	Walt	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
431	Fidje	Kenneth	11/19/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
432	Fierro	Doug	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
433	Finn	Robert	11/1/15	Web Mail	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	#51 - MoPac Intersections #46 - Extension of SH 45SW to I-35
434	Fisher	Barbara	11/20/15	Mailed	RE: Please take action oppose toll, elevated lane expansion of Mopac and the connection of South Mopac to Interstate 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 MoPac south 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.	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #25 - Concerns about Large Trucks #35 - Community Impacts
435	Fisher	Gail	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop

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					options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
436	Fitzgerald	Laurie	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
437	Fitzgerald	Marnie	11/10/15	Virtual Open House	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!	#6 - Direct Connectors #4 - Operational Configurations #40 - Parklands #35 - Community Impacts #39 - Noise #34 - Light Pollution #32 - Vegetation & Wildlife
438	Fleming	Carolyn	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
439	Flood	Steven	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice

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					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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
440	Fonstad	Hannah	11/17/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
441	Formby	Maria	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
442	Fortenberry	Rob	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
443	Foster	David	11/20/15	Hand Delivered	study the proposal addition of toll lanes to s.mopac SH 45SW phases 1+2 before building any of it. No widening of MoPac over the recharge zone. Build Lonestar Rail first. Eliminate tolls on SH 130 so it can carry more traffic. Re-stripe Mopac to create a bus-only express lane.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections & SH 45SW #46 - Extension of SH 45SW to I-35 #30 - Water Quality #54 - Rail Transit #47 - Removing Tolls from SH 130 as a Relief Route to I-35 #2 - Alternatives Considered
444	Fox	Rebecca	11/19/15	Email	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. Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands

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					SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
445	Franz	Terry	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
446	Fredrickson	Pete & Amanda	11/20/15	Hand Delivered	I lived about 8 blocks from I-35 from 1994 - 2000. 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 without 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 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-35. As our leaders we expect that you will choose wisely and not submit more Austinite to the degradation of another I-35 in our beautiful city.	#45 - MoPac will become Bypass to I-35/Keep MoPac Local #35 - Community Impacts #40 - Parklands #39 - Noise #25 - Concerns about Large Trucks #28 - Air Quality
447	Frey	Daniel	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
448	Frey	Jerry	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
449	Freytag	Mary	11/20/15	Hand Delivered	Now; restripe so MoPac for rush hour HOV. Now: no toll on 130. study impact of looping 45 to MoPac park and ride with express bus put I-35 underground downtown	#2 - Alternatives Considered #47 - Removing Tolls from SH 130 as a Relief Route to I-35 #29 - 3 Projects should be Single Study

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						#17 - Bus Transit
450	Fromberg	Randall	11/18/15	Email	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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts #27 - The Environmental Study #30 - Water Quality
451	Frost	Susan	11/19/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
452	Fuller	Chrissy	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
453	Fuller	Drew	11/11/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
454	Furgeson	Will	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections

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455	Gadbois	Glenn	11/18/15	Virtual Open House	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 present to look at all solutions when addressing a congested corridor. IF Transit is not fully integrated into this environmental study 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.	#28 - Purpose & Need #20 - Impacts to Downtown Traffic #17 - Bus Transit #54 - Rail Transit #2 - Alternatives Considered
456	Gaines	Elliott	11/16/15	Email	In addition to any 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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts #44 - Timing of MoPac South, MoPac Intersections and SH 45SW
457	Galbreath	Jim	11/11/15	Email	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 Star 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 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. 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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic

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					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.	
458	Galiger	Elizabeth	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
459	Gallegos	Oscar	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
460	Gallogly	Becca	11/20/15	Hand Delivered	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.	#54 - Rail Transit
461	Garcia	Jessica	11/13/15	Email	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!	#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS
462	Gardner	Hunter	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
463	Gardner	Stacey	11/4/15	Virtual Open House	Relieve traffic on I-35 by making 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	#47 - Removing Tolls from SH 130 as a Relief Route to I-35 #45 - MoPac will become Bypass to I-35/Keep MoPac Local

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					HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#2 - Alternatives Considered #54 - Bus Transit #51 - MoPac Intersections
464	Gardner	Stacey	11/15/15	Virtual Open House	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.	Transportation Funding, the Mobility Authority & Tolling Loop 360
465	Gary	Michele	11/12/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
466	Garza	Rudy	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
467	Gaukler	Kari	11/12/15	Email	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 Star 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 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. 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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic

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					35 through Austin and ruin the heart and soul of Austin along the way.	
468	Gaytan	Fernando	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
469	Gerben	Chris	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
470	Gerson	Steve	11/9/15	Email	We don'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. Let's use the money to buy out the private contract covering 130 and convert it into a toll-free freeway.	#28 - Purpose & Need #2 - Alternatives Considered #37 - Visual & Aesthetics/CSS #45 - MoPac will become Bypass to I-35/Keep MoPac Local #47 - Removing Tolls from SH 130 as a Relief Route to I-35
471	Geyer	David	10/28/15	Virtual Open House	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!	Comment noted.
472	Gibbons	Heidi	11/20/15	Hand Delivered	Build smart 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.	#2 - Alternatives Considered #3 - Transportation Funding, the Mobility Authority & Tolling #47 - Removing Tolls from SH 130 as a Relief Route to I-35 #35 - Community Impacts
473	Giles	Anne	11/11/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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474	Gilkysen	Eliza	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
475	Gillaspie	Anne	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
476	Gillespie	Sharon	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
477	Gilley	Jane	11/4/15	Email	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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered

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					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 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. 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.	#51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
478	Gilley	Jane	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
479	Gilliland	Robert	10/22/15	Email	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 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. The current piecemeal study process, which chops up this project into four separate	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality

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480	Gilliland	Robert	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
481	Godwin	George	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
482	Godwin	Gray	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice

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					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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
483	Godwin	Will	11/10/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
484	Goff	Gayle	11/18/15	Email	Please include 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 agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
485	Golding	Dan	10/28/15	Email	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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered

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 EACH COMMENT IN THIS TABLE HAS BEEN ASSIGNED A RESPONSE(S) NUMBER AS PRESENTED IN THE RESPONSE GUIDE.



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					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 Star 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 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. 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.	#51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
486	Goldman	Cindy	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
487	Goldsby	Greta	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
488	Goldsmith	Joan	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered

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					Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
489	Goldston	Carolyn	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
490	Gomez	Christopher	11/20/15	Mailed	RE: Please take action oppose toll, elevated lane expansion of Mopac and the connection of South Mopac to Interstate 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 MoPac south 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.	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #25 - Concerns about Large Trucks #35 - Community Impacts
491	Gonin	Anne Marie	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #29 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
492	Gonzalez	Raul	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice

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					bypass we already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
493	Goodrine	Shelby	11/10/15	Comment Form	*My preference, even through 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 longterm benefit of our city.	#1 - Safety #40 - Parklands
494	Goodspeed	Janice	11/19/15	Email	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. Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections #25 - Concerns about Large Trucks
495	Goodspeed	Janice	11/20/15	Hand Delivered	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 those who are low income. I think there are other ways to manage traffic such as HOV lanes, abundant park and ride station with reliable and 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 and all other proposed sections o the Mopac improvement. Because they are all part of one price. I am concerned about the effect of the SH 45 SW project. I believe it will avert traffic from IH - 35. I live about a half mile from MoPac and do not want this to happen. Please think outside the box and try something different that conserves our environmental beauty, reduces pollution and traffic without toll lanes. Pay off the 130 toll road and send the trucks there - not to MoPac.	#3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #2 - Alternatives Considered #17 - Bus Transit #29 - 3 Projects should be Single Study #45 - MoPac will become Bypass to I-35 #37 - Visual & Aesthetic/CSS #27 - The Environmental Study #47 - Removing Tolls from SH 130 as a Relief Route to I-35 #25 - Concerns about Large Trucks
496	Gordon	Frank	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
497	Gosda	Luke	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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498	Goss	Delwin	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new 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.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
499	Grace	Curtis	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
500	Graham	Shawn	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
501	Grasse	Angela	11/19/15	Web Mail	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.	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW
502	Grasso	Joe	11/20/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
503	Graves	Diane	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW

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					SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
504	Gravois	Paulette	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
505	Gray	Ryan	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
506	Green	Allen	11/19/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
507	Green	Jon	11/4/15	Virtual Open House	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.	#6 - Direct Connectors #4 - Operational Configurations #27 - The Environmental Study #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
508	Green	Laurie	11/15/15	Email	I was distrubed 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 srongly oppose the proposed double decker roadways over Lady Bird Lake and two	#6 - Direct Connectors #4 - Operational Configurations

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					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 appled 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.	#37 - Visual & Aesthetics/CSS #40 - Parklands #35 - Community Impacts #17 - Bus Transit #54 - Rail Transit
509	Green	Ryan	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
510	Greene	Ben	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
511	Greene	Kate	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
512	Gregor	Sandra	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands

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					Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
513	Greig	Brian	11/12/15	Web Mail	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.	#44 - Timing of MoPac South, MoPac Intersections and SH 45SW
514	Greiner	Rick	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 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.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
515	Griebel	Tom	11/10/15	Comment Form	I support the two (2) Express Lanes 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.	#10 - Barton Skyway
516	Griffith	Joan	11/20/15	Mailed	RE: Please take action oppose toll, elevated lane expansion of Mopac and the connection of South Mopac to Interstate 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 MoPac south 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.	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #25 - Concerns about Large Trucks #35 - Community Impacts
517	Griggs	Pamela	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35

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					and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#17 - Bus Transit #51 - MoPac Intersections
518	Grisemer	Lea	11/13/15	Email	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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts #27 - The Environmental Study #30 - Water Quality
519	Grisemer	Lea and Rian	11/13/15	Email	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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts #27 - The Environmental Study #30 - Water Quality
520	Grisemer	Rian	11/13/15	Mailed	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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts #27 - The Environmental Study #30 - Water Quality
521	Gsbriel	Melissa	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
522	Guardado	Sandra	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before	#29 - 3 Projects should be Single Study

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					building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
523	Gump	William	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
524	Haerber	Jeff	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
525	Hale	Bryan	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
526	Hall	Jill	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling

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					making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
527	Hall	Jill	11/20/15	Virtual Open House	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.	#40 - Parklands #35 - Community Impacts
528	Hall	Jill	11/20/15	Email	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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts #27 - The Environmental Study
529	Hall	Terri	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
530	Haller	Judith	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
531	Halpin	Beki	11/20/15	Web Mail	"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	#2 - Alternatives Considered #6 - Direct Connectors #4 - Operational Configurations

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					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.	#36 - Environmental Justice #3 - Transportation Funding, the Mobility Authority & Tolling #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #45 - MoPac will become Bypass to I-35/Keep MoPac Local #47 - Removing Tolls from SH 130 as a Relief Route to I-35 #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a MoPac-I-35 Loop #28 - Purpose & Need #54 - Rail Transit #30 - Water Quality #41 - Indirect Impacts (Induced Growth) #39 - Noise #35 - Community Impacts #40 - Parklands
532	Ham	Ethan	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
533	Hamlet	R.A.	11/10/15	Comment Form	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!!!	#2 - Alternatives Considered #3 - Transportation Funding, the Mobility Authority & Tolling #17 - Bus Transit #54 - Rail Transit #47 - Removing Tolls from SH 130 as a Relief Route to I-35
534	Handee	Freeman	11/12/15	Email	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 Star 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 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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species

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					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.	#30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
535	Handee	Freeman	11/19/15	Email	<p>Comments for MoPac South Environmental Study- Open House Public Comment Period</p> <p>Dear CTRMA Board members, TxDOT officials, and Austin area local, state and federal officials:</p> <p>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 Aquifer 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.</p> <p>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.</p> <p>We want to Keep MoPac Local,</p>	#29 - 3 Projects should be Single Study #47 - Remove Tolls from SH 130 as Relief Route to I-35 #45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #25 - Concerns about Truck Traffic #35 - Community Impacts #23 - How do Express Lanes Benefit General Purpose Lane Traffic #30 - Water Quality #40 - Parklands #31 - Threatened and Endangered Species #42 - Cumulative Impacts #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice

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536	Hanrahan	Michael	11/20/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
537	Hariharan	Sridhar	11/13/15	Virtual Open House	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.	Comment noted.
538	Haroldsen	Aaron	11/16/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
539	Harris	Glen	11/19/15	Email	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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts #18 - Consistency with CAMPO 2040 MTP
540	Harris	Glen	11/19/15	Email	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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts #18 - Consistency with CAMPO 2040 MTP
541	Harris	Jim & Catherine	11/1/15	Virtual Open House	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	#6 - Direct Connectors #4 - Operational Configurations #45 - MoPac will become Bypass to I-35/Keep MoPac Local #37 - Visual & Aesthetics/CSS #40 - Parklands

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					<p>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!</p>	<p>#2 - Alternatives Considered #3 - Transportation Funding, the Mobility Authority & Tolling #35 - Community Impacts #30 - Water Quality #15 - Bicycle & Pedestrian Facilities #27 - The Environmental Study #47 - Removing Tolls from SH 130 as a Relief Route to I-35</p>
542	Harris	Jim & Catherine	11/15/15	Email	<p>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</p>	<p>#6 - Direct Connectors #4 - Operational Configurations #45 - MoPac will become Bypass to I-35/Keep MoPac Local #37 - Visual & Aesthetics/CSS #40 - Parklands #2 - Alternatives Considered #3 - Transportation Funding, the Mobility Authority & Tolling #35 - Community Impacts #30 - Water Quality #15 - Bicycle & Pedestrian Facilities #27 - The Environmental Study #47 - Removing Tolls from SH 130 as a Relief Route to I-35</p>

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					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 than 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!	
543	Harris	Mark	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
544	Harris	N.	11/20/15	Mailed	RE: Please take action oppose toll, elevated lane expansion of Mopac and the connection of South Mopac to Interstate 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 MoPac south 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.	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #25 - Concerns about Large Trucks #35 - Community Impacts
545	Harris	Natasha	11/19/15	Email	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. fn	#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #35 - Community Impacts #32 - Vegetation & Wildlife #3 - Transportation Funding, the Mobility Authority & Tolling

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					<p>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 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 re-examine 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.</p> <p>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 vary 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 shortsighted. I also support the addition of an 11' multi-use path on the west side of MoPac than 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.</p>	<p>#2 - Alternatives Considered #54 - Bus Transit #27 - The Environmental Study #30 - Water Quality #12 - Direct Connectors at US 290 #7 - Connection of MoPac South to MIP #9 - Bee Cave Road #15 - Bicycle and Pedestrian Facilities</p>
546	Harrod	Andrew	11/8/15	Email	<p>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 Star 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 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. 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</p>	<p>#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic</p>

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					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.	
547	Harrod	Julia	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
548	Haughtaling	Ananda	11/20/15	Mailed	RE: Please take action oppose toll, elevated lane expansion of Mopac and the connection of South Mopac to Interstate 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 MoPac south 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.	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #25 - Concerns about Large Trucks #35 - Community Impacts
549	Hawkes	Christine	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
550	Hay	Lance	11/5/15	Virtual Open House	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.	Comment noted.
551	Hayek	John	11/9/15	Web Mail	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 stars...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.	#51 - MoPac Intersections

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552	Heare	Jerry	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
553	Heikkala	Tomas	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
554	Helali	Javed	11/10/15	via Court Reporter	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.	#3 - Transportation Funding, the Mobility Authority & Tolling
555	Heldenfels IV	Fred	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
556	Helen	Adrian	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
557	Helen	Adrian	11/20/15	Hand Delivered	Study all of it before building any of it - combine environmental study 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,	#29 - 3 Projects should be Single Study #2 - Alternatives Considered

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					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. Focus on improving IH 35 instead. Invest in urban housing over new suburbs to shorten average journeys. Please do not destroy beautiful Austin.	#17 - Bus Transit #54 - Rail Transit #51 - MoPac Intersections #47 - Removing Tolls from SH 130 as a Relief Route to I-35 #37 - Visual & Aesthetic/CSS
558	Hendrex	Alex	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
559	Hendricks	Tim	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
560	Herrin	James	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
561	Herring	Phil	11/20/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
562	Heskett	Julia	11/20/15	Hand Delivered	#1 pay off debt of 130 create HOVs on MoPac. Do not use Mopac as relief route for I-35! Too sensitive of an area geologically - important recharge zone. Consider other alternatives to the double-decker toll road.	#47 - Removing Tolls from SH 130 as a Relief Route to I-35 #30 - Water Quality #2 - Alternatives Considered #4 - Operational Configurations
563	Hesson	Shane	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety

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					project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#30 - Water Quality
564	Heurkins	Lesley	11/5/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
565	Hewlitt	Susan	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
566	Heyman	Melissa	11/13/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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					project any more. Build it Now!"	
567	Hill	Garland	11/20/15	Mailed	In addition to any 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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #37 - Vegetation & Wildlife #35 - Community Impacts
568	Hill	Jeffrey	11/19/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
569	Hill	Jennifer	11/20/15	Mailed	In addition to any 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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #37 - Vegetation & Wildlife #35 - Community Impacts
570	Hill	Richard	11/11/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
571	Hinds	Russell	11/20/15	Mailed	In addition to any 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. The elevated freeway lanes will severely impact my value of my home. This added noise and visual impact will affect my property and my use and enjoyment of the property. At the moment, there is no visual impact to us, there 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 or greenspace). Do not turn this into Houston or Dallas.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #37 - Vegetation & Wildlife #35 - Community Impacts #39 - Noise
572	Hinds	Shameem	11/20/15	Mailed	In addition to any 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	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS

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					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. 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 elevated lanes at all. I support the two added laens in both directions which are not elevated.	#40 - Parklands #37 - Vegetation & Wildlife #35 - Community Impacts #39 - Noise
573	Hively	Douglas	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
574	Hixon	David	10/22/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
575	Hixon	David	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local

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					making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
576	Hodges	Daniel	11/19/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
577	Hoffman	Donna	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
578	Holden	Joshua	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
579	Holder	Linda	11/12/15	Email	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 Star 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 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. 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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations

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					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.	#3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
580	Holder	Linda	11/19/15	Email	<p>Comments for MoPac South Environmental Study- Open House Public Comment Period</p> <p>Dear CTRMA Board members, TxDOT officials, and Austin area local, state and federal officials:</p> <p>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 Aquifer 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.</p> <p>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,</p>	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of I-35-MoPac Loop #25 - Concerns about Large Trucks #35 - Community Impacts #23 - How do Express Lanes Benefit General Purpose Lane Traffic #30 - Water Quality #40 - Parklands #31 - Threatened and Endangered Species #42 - Cumulative Impacts #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice
581	Holder	M.M.	11/12/15	Email	<p>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</p>	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit

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					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 Star 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 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. 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.	<p>#2 - Alternatives Considered</p> <p>#51 - MoPac Intersections</p> <p>#46 - Extension of SH 45SW to I-35</p> <p>#22 - Traffic Impacts of a I-35-MoPac Loop</p> <p>#42 - Cumulative Impacts</p> <p>#40 - Parklands</p> <p>#31 - Threatened and Endangered Species</p> <p>#30 - Water Quality</p> <p>#32 - Vegetation & Wildlife</p> <p>#4 - Operational Configurations</p> <p>#3 - Transportation Funding, the Mobility Authority & Tolling</p> <p>#36 - Environmental Justice</p> <p>#25 - Concerns about Truck Traffic</p>
582	Holder	M.M.	11/19/15	Email	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 Aquifer 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	<p>#29 - 3 Projects should be Single Study</p> <p>#45 - MoPac will become I-35 Bypass/Keep MoPac Local</p> <p>#47 - Remove Tolls from SH 130 as Relief Route to I-35</p> <p>#46 - Extension of SH 45SW to I-35</p> <p>#22 - Traffic Impacts of I-35-MoPac Loop</p> <p>#25 - Concerns about Large Trucks</p> <p>#35 - Community Impacts</p> <p>#23 - How do Express Lanes Benefit General Purpose Lane Traffic</p> <p>#30 - Water Quality</p> <p>#40 - Parklands</p> <p>#31 - Threatened and Endangered Species</p> <p>#42 - Cumulative Impacts</p> <p>#32 - Vegetation & Wildlife</p> <p>#4 - Operational Configurations</p> <p>#3 - Transportation Funding, the Mobility Authority & Tolling</p> <p>#36 - Environmental Justice</p>

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					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,	
583	Holder	Margaret	11/12/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
584	Holder	Margaret	11/19/15	Email	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 Aquifer recharge zone, the Flint Ridge Cave recharge zone, over our most cherished recreational areas like Zilker Parkland, over Barton	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of I-35-MoPac Loop #25 - Concerns about Large Trucks #35 - Community Impacts #23 - How do Express Lanes Benefit General Purpose Lane Traffic #30 - Water Quality #40 - Parklands #31 - Threatened and Endangered Species #42 - Cumulative Impacts #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice

RESPONSES CAN BE FOUND IN THE RESPONSE COMMENT GUIDE FOR REVIEW.
 EACH COMMENT IN THIS TABLE HAS BEEN ASSIGNED A RESPONSE(S) NUMBER AS PRESENTED IN THE RESPONSE GUIDE.



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					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,	
585	Holderness	Macy	11/20/15	Hand Delivered	Take tolls off 130. Tell 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. Wildflower Center. Stop shifting traffic from I35 to MoPac. 2,000 children at Austin High. Bigger highways do not fix traffic. They make traffic worse. You are converting MoPac to a second I-35. We need a tunnel nr Austin High School. Do not build 45SW. Study all of the building of roads. Don't build SH 45SW until there is a real study of the whole loop project. Don't convert MoPac to a second I-35.	#47 - Removing Tolls from SH 130 as a Relief Route to I-35 #29 - 3 Projects should be Single Study #35 - Community Impacts #40 - Parklands #45 - MoPac will become I-35 Bypass/Keep MoPac Local
586	Holding	Luke	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
587	Holford	Diana	11/17/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
588	Hollenbeck	Richard	11/10/15	Comment Form	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. 8 ft width is fine in tight TOW. 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 intersections with high speed autos. Thank you	#15 - Bicycle & Pedestrian Facilities
589	Holliday	Daina	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35

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					bypass we already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#17 - Bus Transit #51 - MoPac Intersections
590	Hollingsworth	Dana	11/12/15	Email	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.	#6 - Direct Connectors #4 - Operational Configurations #40 - Parklands #35 - Community Impacts #37 - Visual & Aesthetics/CSS #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice
591	Hollingsworth	Dana	11/12/15	Email	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.	#6 - Direct Connectors #4 - Operational Configurations #40 - Parklands #35 - Community Impacts #37 - Visual & Aesthetics/CSS #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice
592	Holman	Mary	11/7/15	Email	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 Star 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 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. 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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations

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					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.	#3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
593	Holt	Bill	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
594	Holubec	Paul	11/19/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
595	Hook	Wes	11/17/15	Virtual Open House	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	#3 - Transportation Funding, the Mobility Authority & Tolling #4 - Operational Configurations #34 - Light Pollution #39 - Noise #37 - Visual & Aesthetics/CSS
596	Hooks	Matthew	11/19/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
597	Hopke	James	11/8/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW

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					project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#1 - Safety #30 - Water Quality
598	Hornet	JB	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
599	Hornickel	Deborah	11/19/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
600	Horton	Richard	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
601	Horton	Terry	11/19/15	Email	Do not expand SH 45 SW capacity. More thru traffic on 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.	#22 - Traffic Impacts of a MoPac-I35 Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #30 - Water Quality
602	Hossain	Omar	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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					latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	
603	Houston	Elaine	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
604	Houston	Marcia	11/20/15	Email	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 agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #54 - Bus Transit #51 - MoPac Intersections #25 - Concerns about Large Trucks
605	Howard	Randy	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #29 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
606	Howe	Aaron	11/20/15	Mailed	In addition to any 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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
607	Howe	Iain	11/10/15	Web Mail	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	#9 - Bee Cave Road #10 - Barton Skyway #11 - Loop 360

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					advance.	
608	Hsiu Hsieh	Ching	11/20/15	Mailed	In addition to any 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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
609	Hubbad	Sara	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
610	Huckaby	Hannah	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
611	Hudspeth	Clare R.	11/16/15	Virtual Open House	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!	#32 - Vegetation & Wildlife #37 - Visual & Aesthetics/CSS #40 - Parklands #15 - Bicycle & Pedestrian Facilities #6 - Direct Connectors #4 - Operational Configurations #2 - Alternatives Considered #3 - Transportation Funding, the Mobility Authority & Tolling #54 - Bus Transit #45 - MoPac will become Bypass to I-35 #25 - Concerns about Large Trucks
612	Hudspeth	Clare R.	11/18/15	Email	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. The bridge and accompanying light and noise pollution wil 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,	#32 - Vegetation & Wildlife #37 - Visual & Aesthetics/CSS #40 - Parklands #15 - Bicycle & Pedestrian Facilities #6 - Direct Connectors #4 - Operational Configurations #2 - Alternatives Considered

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					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. Income from tolls is not worth the destruction of our city's beauty. If you must have tolls, exempt HOVs and transit to encourage their use. A great many people from south of Lady Bird Lake will never use the northbound 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 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!	#3 - Transportation Funding, the Mobility Authority & Tolling #54 - Bus Transit #45 - MoPac will become Bypass to I-35 #25 - Concerns about Large Trucks #39 - Noise #34 - Light Pollution
613	Hudspeth	Clare R.	11/19/15	Email	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. 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 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. Income from tolls is not worth the destruction of our city's beauty. If you must have tolls, exempt HOVs and transit to encourage their use. A great many people from south of Lady Bird Lake will never use the northbound 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 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!	#32 - Vegetation & Wildlife #37 - Visual & Aesthetics/CSS #40 - Parklands #15 - Bicycle & Pedestrian Facilities #6 - Direct Connectors #4 - Operational Configurations #2 - Alternatives Considered #3 - Transportation Funding, the Mobility Authority & Tolling #54 - Bus Transit #45 - MoPac will become Bypass to I-35 #25 - Concerns about Large Trucks #39 - Noise #34 - Light Pollution
614	Hudspeth	Clare R.	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
615	Hughes	Reagen	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
616	Hundley	Wendi	11/20/15	Virtual Open House	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	#26 - NEPA Decision-making Process #27 - The Environmental Study

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					<p>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 has 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</p>	<p>#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #35 - Community Impacts #32 - Vegetation & Wildlife #39 - Noise #40 - Parklands #19 - Currently Travel Time Data #18 - Consistency with CAMPO 2040 MTP #2 - Alternatives Considered #28 - Purpose & Need #12 - Direct Connectors at US 290 #15 - Bicycle & Pedestrian Facilities #45 - MoPac will become Bypass to I-35 #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a MoPac-I-35 Loop #36 - Environmental Justice #20 - Impacts to Downtown Traffic #7 - Connection of MoPac South to MIP #9 - Bee Cave Road #29 - 3 Projects should be Single Study #42 - Cumulative Impacts #25 - Concerns about Large Trucks #3 - Transportation Funding, the Mobility Authority & Tolling #17 - Bus Transit #30 - Water Quality #34 - Light Pollution #38 - Air Quality</p>

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					<p>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-</p>	

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					<p>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</p>	

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					<p>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 it 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 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</p>	

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					<p>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 fund - 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 Project. This 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</p>	

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					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"	
617	Hundley	Wendi	11/20/15	Email	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.	#48 - General Public Involvement
618	Hundley	Wendi	11/20/15	Virtual Open House	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.	#48 - General Public Involvement
619	Hundley	Wendi	11/20/15	Email	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. SEE APPENDIX I FOR THE ATTACHMENT TO THIS COMMENT.	#18 - Consistency with CAMPO 2040 MTP #6 - Direct Connectors Comment noted.
620	Hundley	Wendi	11/20/15	Fax	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	#26 - NEPA Decision-making Process #27 - The Environmental Study #6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #35 - Community Impacts #32 - Vegetation & Wildlife #39 - Noise #40 - Parklands #19 - Currently Travel Time Data

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					<p>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.</p> <p>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 CTRMA 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.</p>	<p>#18 - Consistency with CAMPO 2040 MTP #2 - Alternatives Considered #28 - Purpose & Need #12 - Direct Connectors at US 290 #15 - Bicycle & Pedestrian Facilities #45 - MoPac will become Bypass to I-35 #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a MoPac-I-35 Loop #36 - Environmental Justice #20 - Impacts to Downtown Traffic #7 - Connection of MoPac South to MIP #9 - Bee Cave Road #29 - 3 Projects should be Single Study #42 - Cumulative Impacts #25 - Concerns about Large Trucks #3 - Transportation Funding, the Mobility Authority & Tolling #17 - Bus Transit #30 - Water Quality #34 - Light Pollution #38 - Air Quality</p>

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					<p>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."</p> <p>(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</p>	

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					<p>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</p> <p>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</p>	

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					<p>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</p> <p>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 it 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?</p> <p>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.</p> <p>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.</p>	
621	Hunter	Blair	11/18/15	Email	<p>According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"</p>	<p>#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality</p>
622	Hutchinson	Darrell	11/7/15	Email	<p>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 Star 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 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</p>	<p>#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species</p>

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					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.	#30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
623	Hutchinson	Darrell	11/11/15	Web Mail	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.	#3 - Transportation Funding, the Mobility Authority & Tolling #2 - Alternatives Considered #36 - Environmental Justice #31 - Threatened & Endangered Species #42 - Cumulative Impacts #29 - 3 Projects should be Single Study #27 - The Environmental Study
624	Ice	Lauren	11/20/15	Hand Delivered	TxDOT and CTRMA should look at the impacts of all Mopac projects and 45 SW, and connecting this highway loop to I-35. We know now from your own bond prospects, that the plan is to connect to I-35 by 2025, All of these projects are connected physically, in time, and run over sensitive Edwards Aquifer recharge and attributing zones. Therefore you should insist on a full EIS on all of the 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 45 SW, you should use the monies to pay off tolls on SH 130 and encourage folks looking to bypass the downtown to take 130. TxDOT should oak at forward-thinking solutions to relive congesting. 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 disturb greenspace, culture, scenic and aesthetic quality, bring noise and light pollution, and a whole 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 answers. Please be a leader and stop this outdated archaic policy of building more roads. And stop toll roads!	#29 - 3 Projects should be Single Study #46 - Extension of SH 45SW to I-35 #30 - Water Quality #27 - The Environmental Study #47 - Removing Tolls from SH 130 as a Relief Route to I-35 #3 - Transportation Funding, the Mobility Authority & Tolling #32 - Vegetation & Wildlife #37 - Visual & Aesthetics/CSS #39 - Noise #34 - Light Pollution #17 - Bus Transit #54 - Rail Transit
625	Inda	Daniel	11/19/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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					build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	
626	Infante	Mary Judith	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
627	Ingarfield	Colin	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
628	Innes	Jim	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
629	Irwin	Charles	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35

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#	Last Name	First Name	Date	Method	Comment (verbatim)	Response
					and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#17 - Bus Transit #51 - MoPac Intersections
630	Islam	Rashed	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
631	Jack	Jeff	11/10/15	via Court Reporter	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 atabulation 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.	#48 - General Public Involvement #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #27 - The Environmental Study #20 - Impacts to Downtown Traffic #47 - Removing Tolls from SH 130 as a Relief Route to I-35 #41 - Indirect Impacts (induced Growth)
632	Jack	Jeff	11/20/15	Hand Delivered	1) Negative impact on Austin High by all 6 options A. reduced green space for students - more noise and pollution B. impact tennis courts by overpass. 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 separating our community. D. Future connection to SH 45SW to south IH-35=more diverted traffic from IH-35 3) Negative financial implications to tax payers. A. High tools required to pay for improvement. B. High cost with potential huge over-runs. C. Serve 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 at finding a better solution.	#1 - Safety #35 - Community Impacts #40 - Parklands #32 - Vegetation & Wildlife #39 - Noise #38 - Air Quality #6 - Direct Connectors #4 - Operational Configurations #20 - Impacts to Downtown Traffic #27 - The Environmental Study #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #3 - Transportation Funding, the Mobility Authority & Tolling
633	Jackson	Dee	11/14/15	Email	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	#6 - Direct Connectors #4 - Operational Configurations #39 - Noise #34 - Light Pollution #40 - Parklands

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					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.	#35 - Community Impacts #30 - Water Quality #27 - The Environmental Study #3 - Transportation Funding, the Mobility Authority & Tolling #2 - Alternatives Considered #17 - Bus Transit #32 - Vegetation & Wildlife
634	Jackson	Dee	11/14/15	Email	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.	#6 - Direct Connectors #4 - Operational Configurations #39 - Noise #34 - Light Pollution #40 - Parklands #35 - Community Impacts #30 - Water Quality #27 - The Environmental Study #3 - Transportation Funding, the Mobility Authority & Tolling #2 - Alternatives Considered #17 - Bus Transit #32 - Vegetation & Wildlife
635	Jacobs	Lisa	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
636	James	Joan	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands

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					Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
637	James	Robert	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
638	Jang	Patricia	11/7/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
639	Jarnigan	Stephanie	11/2/15	Virtual Open House	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 than the Double 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!	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #40 - Parklands #18 - Consistency with CAMPO 2040 MTP #35 - Community Impacts #30 - Water Quality #15 - Bicycle & Pedestrian Facilities #27 - The Environmental Study
640	Jarnigan	Stephanie	11/13/15	Email	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	#6 - Direct Connectors

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					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.	#4 - Operational Configurations #37 - Visual & Aesthetics/CSS #1 - Safety #35 - Community Impacts #32 - Vegetation & Wildlife #40 - Parklands
641	Jarnigan	Stephanie	11/13/15	Email	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.	#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #1 - Safety #35 - Community Impacts #32 - Vegetation & Wildlife #40 - Parklands
642	Jasinski	Daniel	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #29 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
643	Jayakumar	Shanthi	11/16/15	Email	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. 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	#37 - Visual & Aesthetics/CSS #6 - Direct Connectors #4 - Operational Configurations #40 - Parklands #26 - NEPA Decision-making Process #32 - Vegetation & Wildlife

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					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.	
644	Jefferson	Ellen	11/20/15	Hand Delivered	Please do more research to find an alternative to more lanes, a toll and merging IH 35 and 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 Lamar Beach and downtown access. Fix IH 35 first rather than just moving the problem. Work closely with the city to be sure city needs are met.	#2 - Alternatives Considered #45 - MoPac will become Bypass to I-35 #40 - Parklands #20 - Impacts to Downtown Traffic #47 - Removing Tolls from SH 130 as a Relief Route to I-35 #26 - NEPA Decision-making Process #49 - Coordination with COA and Others
645	Jewart	Cacki	11/8/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
646	Jobes	Helen	11/8/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
647	Johnson	Guy	11/10/15	Comment Form	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	Comment noted.
648	Johnson	Victoria	11/19/15	Email	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.	#2 - Alternatives Considered #6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #35 - Community Impacts #32 - Vegetation & Wildlife #40 - Parklands
649	Johnson	Victoria	11/19/15	Email	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.	#2 - Alternatives Considered #6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #35 - Community Impacts #32 - Vegetation & Wildlife #40 - Parklands
650	Johnston	Peggy	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before	#29 - 3 Projects should be Single Study

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					building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
651	Jones	Bryan	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
652	Jones	Dave	11/10/15	Comment Form	I prefer 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.	Comment noted.
653	Jones	Donna	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
654	Jones	Hunter	11/19/15	Email	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.	#27 - The Environmental Study #38 - Air Quality #39 - Noise #30 - Water Quality #6 - Direct Connectors #4 - Operational Configurations #35 - Community Impacts
655	Jones	Hunter	11/20/15	Email	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.	#27 - The Environmental Study #38 - Air Quality #39 - Noise #30 - Water Quality #6 - Direct Connectors #4 - Operational Configurations

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						#35 - Community Impacts
656	Jones	Jennifer	11/4/15	Virtual Open House	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	Comment noted. #43 - Construction Impacts #40 - Parklands #3 - Transportation Funding, the Mobility Authority & Tolling
657	Jones	Jennifer	11/20/15	Hand Delivered	Mopac south should not be enlarged, especially by tolled lanes. These enlargements will impact the most sensitive parts of Austin - Zilker Park and 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 and beauty, however, many studies have shown the benefit of green spaces for mental health. The trees along the fourth MoPac route are integral to Austin for these reasons. TxDOT needs to use its funds to make 130 the I35 alternative and remove the tolls there.	#3 - Transportation Funding, the Mobility Authority & Tolling #40 - Parklands #32 - Vegetation & Wildlife #30 - Water Quality #37 - Visual & Aesthetics/CSS #47 - Removing Toll from SH 130 as a Relief Route to I-35
658	Jones	Kelley	11/19/15	Email	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.	#41 - Indirect Impacts (Induced Growth)
659	Jones	Kendall	10/23/15	Email	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 Star 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 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. 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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Toll from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic

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					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.	
660	Jones	Pat	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
661	Jones	Teresa	11/19/15	Email	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.	#6 - Direct Connectors #4 - Operational Configurations #40 - Parklands #27 - The Environmental Study #35 - Community Impacts
662	Joseph	Paul	11/20/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
663	Joyce	Lucy	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
664	Jozwiak	Eunice	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study 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 TxDOT's Advisory Committee plan to relieve I-35	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice

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					congestion by making SH 130 and SH 45 SE free. Let'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.	#47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
665	Juarez	J.	11/10/15	Comment Form	I strongly support the idea of keeping MoPac as a local thoroughfare and not ever connecting it to I-35. MoPac was designed for use by local commuters from its in caption. 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.	#45 - MoPac will become Bypass to I-35 #6 - Director Connectors #4 - Operational Configurations
666	Juillerat	Mele	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
667	Jung	Emily	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
668	Jung	Lily	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
669	Jung	Sally	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
670	Justice	Jan	11/5/15	Email	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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit

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					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 Star 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 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. 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.	#2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
671	Kalbacher	Elizabeth	11/20/15	Hand Delivered	Do not make MoPac the bypass 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 and keep Austin high safe 3. study and tell us about the entire project at one time and not just in pieces and 4. look to SH 130 to do what it was intended to do - alleviate I35 congestion.	#45 - MoPac will become Bypass to I-35 #2 - Alternatives Considered #3 - Transportation Funding, the Mobility Authority & Tolling #1 - Safety #35 - Community Impacts #29 - 3 Projects should be Single Study #47 - Removing Tolls for SH 130 as a Relief Route to I-35
672	Kallerman	Dick	11/10/15	Comment Form	An option is missing: The "No Toll" option NEPA's cumulative impact regulation (1508.7) has been ignored	#2 - Alternatives Considered #3 - Transportation Funding, the Mobility Authority & Tolling #27 - The Environmental Study #42 - Cumulative Impacts
673	Kallerman	Dick	11/20/15	Hand Delivered	The public comment 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 planned reaches from Cesar Chavez to I35 and only a portion is being presented. Fill in the picture and come back again.	#29 - 3 Projects should be Single Study #2 - Alternatives Considered
674	Kampschaefer	Scott	11/4/15	Web Mail	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?	#17 - Bus Transit #2 - Alternatives Considered
675	Karp	Michele	11/19/15	Email	In addition to any 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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts

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676	Kaspar	Mary Alice	11/20/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
677	Katsetos	Andrew	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
678	Kavanagh	Kate	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
679	Keenan	Bill	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
680	Keene	Russell	11/19/15	Virtual Open House	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.	#52 - City of Austin Roadways
681	Keeney	Patti	11/17/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW

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					the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#1 - Safety #30 - Water Quality
682	Kehoe	Nanci	11/20/15	Email	THESE PROPOSALS 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. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
683	Keller	Eileen	11/13/15	Virtual Open House	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.	#2 - Alternatives Considered #17 - Bus Transit #54 - Rail Transit
684	Keller	Sandra	11/17/15	Web Mail	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.	#6 - Direct Connectors #4 - Operational Configurations #40 - Parklands #32 - Vegetation & Wildlife #39 - Noise #37 - Visual & Aesthetics/CSS #30 - Water Quality #35 - Community Impacts #49 - Coordination with COA and Others #26 - NEPA Decision-making Process #1 - Safety #34 - Light Pollution #27 - The Environmental Study #2 - Alternatives Considered #17 - Bus Transit #3 - Transportation Funding, the Mobility Authority & Tolling #44 - Timing of MoPac South, MoPac Intersections and SH 45SW
685	Keller	Sandra	11/20/15	Mailed	In addition to any 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	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations

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					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. The crown jewels of Austin, the heart of the city, is jepordized by a road design that incorporates elevated lanes or wishbone bridges near the lake and park green belts. Please do not choose such options.	#37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
686	Keller	Sandra	11/20/15	Email	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-stripping, 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.	#6 - Direct Connectors #4 - Operational Configurations #40 - Parklands #32 - Vegetation & Wildlife #37 - Visual & Aesthetics/CSS #39 - Noise #30 - Water Quality #35 - Community Impacts #49 - Coordination with COA and Others #1 - Safety #34 - Light Pollution #27 - The Environmental Study #2 - Alternatives Considered #17 - Bus Transit
687	Kelley	Eric	11/19/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
688	Kelley	Heather	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
689	Kelley	Heidi	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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690	Kelley	Jake	11/10/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
691	Kelley	Jesse	11/17/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
692	Kelley	Katie	11/19/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
693	Kelly	Karen	11/10/15	Comment Form	Keep Mopac Local	Comment Noted.
694	Kelly	Karen	11/20/15	Hand Delivered	Study all of it before building anything. Follow TxDOT advisor comm. Recommendations - make SH 130 free Fix I-35 first don't convert MoPac to a second I-35. Paint rush hour HOV lanes on Mopac. Don't do anything!	#29 - 3 Projects should be Single Study #47 - Removing Tolls from SH 130 as a Relief Route to I-35 #45 - MoPac will become Bypass to I-35 #2 - Alternatives Considered
695	Kelly	Maureen	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
696	Kelly	Randon	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice

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					bypass we already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
697	Kennedy	Fred	11/11/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
698	Kennedy	Mike	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
699	Kern	Kevin	11/20/15	Hand Delivered	I am opposed to any expansion of MoPac.	Comment noted.
700	Kessler	Nicole	11/20/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
701	Khalsa	Devkirn	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
702	Kiester	Aux	11/20/15	Mailed	RE: Please take action oppose toll, elevated lane expansion of Mopac and the connection of South Mopac to Interstate 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 MoPac south 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.	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #25 - Concerns about Large Trucks #35 - Community Impacts

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703	Kiester	Mark	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
704	Kimbrough	Kevin	11/17/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
705	King	Carol	11/19/15	Email	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 agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
706	King	David	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
707	King	David	11/20/15	Virtual Open House	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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife

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						#35 - Community Impacts
708	Kinney	Girard	11/20/15	Hand Delivered	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 trail) I support a "no-build" solution to utilizing many park-n-ride locations, at the periphery of the city and in the spaces between north and southbound lanes of MoPac.	#6 - Direct Connectors #4 - Operational Configurations #2 - Alternatives Considered #17 - Bus Transit
709	Kinney, AIA	Girard	11/10/15	Comment Form	*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 & ride & transit.	#17 - Bus Transit #54 - Rail Transit
710	Kitowski	N.	11/20/15	Mailed	RE: Please take action oppose toll, elevated lane expansion of Mopac and the connection of South Mopac to Interstate 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 MoPac south 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.	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #25 - Concerns about Large Trucks #35 - Community Impacts
711	Kitowski	Roger	11/20/15	Mailed	RE: Please take action oppose toll, elevated lane expansion of Mopac and the connection of South Mopac to Interstate 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 MoPac south 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.	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #25 - Concerns about Large Trucks #35 - Community Impacts
712	Knight	James	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
713	Knight	Karen	11/14/15	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 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	#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #32 - Vegetation & Wildlife #39 - Noise #34 - Light Pollution #40 - Parklands #35 - Community Impacts #27 - The Environmental Study #30 - Water Quality #3 - Transportation Funding, the Mobility Authority & Tolling #2 - Alternatives Considered #17 - Bus Transit #18 - Consistency with CAMPO 2040 MTP #1 - Safety #15 - Bicycle & Pedestrian Facilities

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					<p>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:</p> <ul style="list-style-type: none"> • 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 than 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 aesthetically 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. 	
714	Knight	Karen	11/14/15	Email	<p>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:</p> <ul style="list-style-type: none"> • 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 <p>**The current MoPac South Open House November 21, 2015, peak period traffic data between Cesar Chavez and Slaughter Lane is:</p> <ul style="list-style-type: none"> • Northbound morning (7-9am) 23 minute drive (53% increase) ; 2035 no build 52 minute drive (11% increase) • Southbound evening (4-6:30pm) 16 minute 	<p>#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #32 - Vegetation & Wildlife #39 - Noise #34 - Light Pollution #40 - Parklands #35 - Community Impacts #27 - The Environmental Study #30 - Water Quality #3 - Transportation Funding, the Mobility Authority & Tolling #2 - Alternatives Considered #17 - Bus Transit #18 - Consistency with CAMPO 2040 MTP #1 - Safety #15 - Bicycle & Pedestrian Facilities</p>

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					<p>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:</p> <ul style="list-style-type: none"> • 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 than 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 aesthetically 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. 	
715	Knight	Karen	11/14/15	Email	<p>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:</p> <ul style="list-style-type: none"> • 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 <p>**The current MoPac South Open House November 21, 2015, peak period traffic data between Cesar Chavez and Slaughter Lane is:</p> <ul style="list-style-type: none"> • Northbound morning (7-9am) 23 minute drive (53% increase) ; 2035 no build 52 minute drive (11% increase) • Southbound evening (4-6:30pm) 16 minute 	<p>#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #32 - Vegetation & Wildlife #39 - Noise #34 - Light Pollution #40 - Parklands #35 - Community Impacts #27 - The Environmental Study #30 - Water Quality #3 - Transportation Funding, the Mobility Authority & Tolling #2 - Alternatives Considered #17 - Bus Transit #18 - Consistency with CAMPO 2040 MTP #1 - Safety #15 - Bicycle & Pedestrian Facilities</p>

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					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: <ul style="list-style-type: none"> • 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 than 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 aesthetically 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. 	
716	Knight	Pam	11/7/15	Web Mail	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.	<p>#53 - MoPac Improvement Project</p> <p>#20 - Impacts to Downtown Traffic</p> <p>#21 - Impacts to Traffic in Surrounding Neighborhoods</p> <p>#23 - How Express Lanes benefit General Purpose Lane Traffic</p> <p>#3 - Transportation Funding, the Mobility Authority & Tolling</p> <p>#30 - Water Quality</p> <p>#35 - Community Impacts</p>
717	Koch	Steve	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls.	<p>#29 - 3 Projects should be Single Study</p> <p>#44 - Timing of MoPac South, MoPac Intersections and SH 45SW</p> <p>#30 - Water Quality</p> <p>#40 - Parklands</p> <p>#2 - Alternatives Considered</p> <p>#22 - Traffic Impacts of a I-35-MoPac Loop</p> <p>#45 - MoPac will become I-35 Bypass/Keep MoPac Local</p> <p>#3 - Transportation Funding, the Mobility Authority & Tolling</p> <p>#36 - Environmental Justice</p>

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					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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
718	Kocher	Karen	11/18/15	Email	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 I-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 agency'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 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
719	Kopcho	Ashley	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
720	Kounnas	Marilyn	11/16/15	Virtual Open House	As a resident of Austin for over 24 years, I am opposed to the proposed elevated roadways on Mopac. They are ugly. They 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.	#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #3 - Transportation Funding, the Mobility Authority & Tolling #2 - Alternatives Considered
721	Kraft	J.R.	11/20/15	Mailed	RE: Please take action oppose toll, elevated lane expansion of Mopac and the connection of South Mopac to Interstate 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 MoPac south 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.	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #25 - Concerns about Large Trucks #35 - Community Impacts
722	Kreitler	Charles	11/20/15	Email	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	#6 - Direct Connectors #4 - Operational Configurations #35 - Community Impacts #9 - Bee Cave Road #21 - Impacts to Traffic in Surrounding Neighborhoods #37 - Visual & Aesthetics/CSS #40 - Parklands #41 - Indirect Impacts (Induced Growth)

**RESPONSES CAN BE FOUND IN THE RESPONSE COMMENT GUIDE FOR REVIEW.
 EACH COMMENT IN THIS TABLE HAS BEEN ASSIGNED A RESPONSE(S) NUMBER AS PRESENTED IN THE RESPONSE GUIDE.**



#	Last Name	First Name	Date	Method	Comment (verbatim)	Response
					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.	
723	Kreitler	Charles	11/20/15	Virtual Open House	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.	#6 - Direct Connectors #4 - Operational Configurations #35 - Community Impacts #9 - Bee Cave Road #21 - Impacts to Traffic in Surrounding Neighborhoods #37 - Visual & Aesthetics/CSS #40 - Parklands #41 - Indirect Impacts (Induced Growth)
724	Krell	Heidi	11/3/15	Virtual Open House	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	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #40 - Parklands #18 - Consistency with CAMPO 2040 MTP #35 - Community Impacts #30 - Water Quality #15 - Bicycle & Pedestrian Facilities #27 - The Environmental Study

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					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!	
725	Kreps	Karen	10/22/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Removing Tolling from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Large Trucks
726	Kreps	Karen	11/18/15	Email	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 agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
727	Kreps	Karen	11/20/15	Hand Delivered	I live north near this proposed monstrosity of a construction project and strongly object to toll roads, and any construction involving elevated roads or additional lanes. I object to the way the project is ben presented, so the whole picture is not seen. I don't want I-35 traffic funneled onto Mopac, with 60k more cars and 18 -wheel trucks. The proposed uncapped expense of tolls would make me	#37 - Visual & Aesthetic/CSS #3 - Transportation Funding, the Mobility Authority & Tolling #6 - Direct Connectors

#	Last Name	First Name	Date	Method	Comment (verbatim)	Response
					a prisoner in my home. No elevated lanes!! Unable to cross north of the river. This toll plan will lock us into a last-century model. We need innovative mobility improved mass transit and alternative ideas from technology leaders. Not usual blight! Just restripe S. Mopac to create HOV lands for rush hour. Study all of it before any construction begins. Take tolls off 130 so it will relive traffic. I am worried about negative impacts to Barton Springs to our quality of life. No toll roads!	#4 - Operational Configurations #29 - 3 Projects should be Single Study #45 - MoPac will become Bypass to I-35 #25 - Concerns about Large Trucks #36 - Environmental Justice #2 - Alternatives Considered #17 - Bus Transit #54 - Rail Transit #47 - Removing Tolls from SH 130 as a Relief Route to I-35 #30 - Water Quality #35 - Community Impacts
728	Kroll	Judith	11/20/15	Hand Delivered	Please no toll roads. Exhaust every other possibility before bringing up toll-roads again. Just to do this would guarantee squandering and permanently damaging some of the great features of Austin life. And that 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.	#3 - Transportation Funding, the Mobility Authority & Tolling #2 - Alternatives Considered #47 - Removing Tolls from SH 130 as a Relief Route to I-35
729	Kruciak	Don	11/20/15	Web Mail	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.	#1 - Safety #8 - Access to/from Express Lanes & Cesar Chavez
730	Kruger	Emily	11/18/15	Email	In addition to any 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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
731	Krzysko	Quinten	11/20/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
732	Kuhlmann	Mary Ann	11/20/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
733	Kuhn	Jim	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local

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					making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
734	Kumaraswamy	Nishamathi	11/15/15	Email	I do not support elevated lanes of any kind over 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.	#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #32 - Vegetation & Wildlife #35 - Community Impacts
735	Kuper	J	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
736	Kuykendall	Chris	11/18/15	Email	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.	#3 - Transportation Funding, the Mobility Authority & Tolling Comment noted.
737	Laas	Steve	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
738	Lacey	Gina	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop

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					options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
739	Laird	Lisa	10/20/15	Web Mail	I am very happy that TXDOT has decided to use underpasses at LaCrosse and Mopac. That will help considerably with the noise. In addition, I think noise barriers are essential north and south of LaCrosse along Mopac to help keep increased noise in the neighborhoods down. Please consider adding more noise barrier walls south of LaCrosse as noise definitely travels from that area of Mopac into our neighborhood as well. This will only increase as traffic increases on the highway.	#51 - MoPac Intersections
740	Lairsen	John	11/10/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
741	Lally	Joyce	11/14/15	Email	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. 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 "two-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 that 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 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.	#6 - Direct Connectors #4 - Operational Configurations #40 - Parklands #32 - Vegetation & Wildlife #37 - Visual & Aesthetics/CSS #35 - Community Impacts #27 - The Environmental Study #30 - Water Quality #39 - Noise #34 - Light Pollution #1 - Safety #15 - Bicycle & Pedestrian Facilities
742	Land	Derek	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety

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					each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#30 - Water Quality
743	Landers	Mark	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
744	Lane	Lou	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
745	Lange	George	11/20/15	Email	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.	#45 - MoPac will become Bypass to I-35 #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #29 - 3 Projects should be Single Study #25 - Concerns about Large Trucks #47 - Removing Tolls from SH 130 as a Relief Route to I-35 #35 - Community Impacts #2 - Alternatives Considered
746	Langford	Brad	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling

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					making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
747	Langley	Lynn	11/20/15	Hand Delivered	I do not think we should put in more traffic lanes on MoPac anywhere close to lady bird lake, Zilker park, Zilker botanical garden or the Barton springs and its watershed and any of our precious lands. I am totally against imputing Zilker park and if this proceeds forward, I will be sure to vote against all measures to achieve this as well as all future bonds and other improvements to any part of Austin. Putting in more lanes at Zilker or lady bird lane will kill the heart and charm of Austin and Austin will be just like Houston. 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, humanity 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 should pay for enough buses, build a train tracks to actually reduce the traffic congestion and environmental negative impacts of so much individual traffic. Following through with these4 ideas by CTRMA and CAMPO would destroy the good quality of life in Austin. No one will be able to enjoy Zilker and Lady Bird Lake. It is insane to have spent so much time and money to protect Barton Springs pool to destroy Austin's heart and soul for an unnecessary expansion of MoPac. Make 130 free. Use taxpayer money to pay it off. Study the entire road expansion environmentally, and fix I-35 before doing anything to this our beloved waterfront and central park.	#40 - Parklands #30 - Water Quality #35 - Community Impacts #37 - Visual & Aesthetics/CSS #25 - Concerns about Large Trucks #17 - Bus Transit #54 - Rail Transit #27 - The Environmental Study #47 - Removing Tolls from SH 130 as Relief Route to I-35 #29 - 3 Projects should be a Single Study
748	Large	John	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
749	Larson	Karen	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
750	Lashinger	Robert	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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					project any more. Build it Now!"	
751	Latas	Annalisa	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	<p>#29 - 3 Projects should be Single Study</p> <p>#44 - Timing of MoPac South, MoPac Intersections and SH 45SW</p> <p>#30 - Water Quality</p> <p>#40 - Parklands</p> <p>#2 - Alternatives Considered</p> <p>#22 - Traffic Impacts of a I-35-MoPac Loop</p> <p>#45 - MoPac will become I-35 Bypass/Keep MoPac Local</p> <p>#3 - Transportation Funding, the Mobility Authority & Tolling</p> <p>#36 - Environmental Justice</p> <p>#47 - Removing Tolls from SH 130 as Relief Route to I-35</p> <p>#17 - Bus Transit</p> <p>#51 - MoPac Intersections</p>
752	LaTorre	Shawn	11/15/15	Email	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 Star 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 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. 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.	<p>#29 - 3 Projects should be Single Study</p> <p>#45 - MoPac will become I-35 Bypass/Keep MoPac Local</p> <p>#47 - Remove Tolls from SH 130 as Relief Route to I-35</p> <p>#54 - Rail Transit</p> <p>#2 - Alternatives Considered</p> <p>#51 - MoPac Intersections</p> <p>#46 - Extension of SH 45SW to I-35</p> <p>#22 - Traffic Impacts of a I-35-MoPac Loop</p> <p>#42 - Cumulative Impacts</p> <p>#40 - Parklands</p> <p>#31 - Threatened and Endangered Species</p> <p>#30 - Water Quality</p> <p>#32 - Vegetation & Wildlife</p> <p>#4 - Operational Configurations</p> <p>#3 - Transportation Funding, the Mobility Authority & Tolling</p> <p>#36 - Environmental Justice</p> <p>#25 - Concerns about Truck Traffic</p>
753	Laurora	Patricia	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that	<p>#29 - 3 Projects should be Single Study</p> <p>#44 - Timing of MoPac South, MoPac Intersections and SH 45SW</p> <p>#30 - Water Quality</p> <p>#40 - Parklands</p> <p>#2 - Alternatives Considered</p> <p>#22 - Traffic Impacts of a I-35-MoPac Loop</p> <p>#45 - MoPac will become I-35 Bypass/Keep MoPac Local</p>

RESPONSES CAN BE FOUND IN THE RESPONSE COMMENT GUIDE FOR REVIEW.
 EACH COMMENT IN THIS TABLE HAS BEEN ASSIGNED A RESPONSE(S) NUMBER AS PRESENTED IN THE RESPONSE GUIDE.



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754	Law	Clayton	10/23/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
755	Lawrence	Eric	10/22/15	Email	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 Star 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 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. 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,	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling

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756	Lawrence	Liz	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
757	Layton	Leana	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
758	Ledyard	Kelli	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
759	Lee	Gloria	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality

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760	Leech	Melissa	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
761	Leeper	Nancy	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
762	Leger	Steffanie	11/13/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
763	LeGere	Barbara	11/20/15	Mailed	I am excited to find a solution to our city's growing congestion! That said, 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 outdoor spaces we hold so dear. I fully support adding two lanes in both directions without any elevations. Thank you for your consideration.	#6 - Director Connectors #4 - Operational Configurations #39 - Noise #34 - Light Pollution #40 - Parklands

#	Last Name	First Name	Date	Method	Comment (verbatim)	Response
764	LeGere	Blaine	11/20/15	Mailed	Two toll lanes 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.	#37 - Visual & Aesthetics/CSS #35 - Community Impacts #3 - Transportation Funding, the Mobility Authority & Tolling
765	Leonard	Dan	11/13/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
766	Leonard	Kimberly	11/13/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
767	Leos	Elena	10/22/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
768	Leoshko	Janice	11/20/15	Email	Please consider that the current glut of cars does not happen for no reason, i.e. development without asking developers to	Comment noted.

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					contribute to what they re creating --cess 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.	#41 - Indirect Impacts (Induced Growth) #17 - Bus Transit #54 - Rail Transit
769	Levatino	Margot and Sal	11/19/15	Virtual Open House	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.	#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #39 - Noise
770	Levinson	Leila	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
771	Levinson	Leila	11/20/15	Hand Delivered	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 I35 through the western half of Austin. Fix I35!! it has become outrageously dangerous (ramp to 183). No piece meal approach! Remove tolls from SH 130 so it can actually be the preferred route for interregional traffic through Austin.	#32 - Vegetation & Wildlife #37 - Visual & Aesthetics/CSS #35 - Community Impacts #45 - MoPac will become Bypass to I-35 #29 - 3 Projects should be Single Study #47 - Removing Tolls from SH 130 as a Relief Route to I-35
772	Levy	Nicole	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
773	Levy	Stephen	11/17/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
774	Lewallen	Kyle	11/19/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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775	Lewallen	Nancy	11/19/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
776	Lewis	Carolyn	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
777	Lewis	Gerald	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
778	Lewis	Kip	11/6/15	Virtual Open House	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.	#2 - Alternatives Considered #6 - Direct Connectors #20 - Impacts to Downtown Traffic #40 - Parklands
779	Ligarde	Darien	11/17/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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					latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	
780	Liggett	Mark & Heather	11/10/15	Virtual Open House	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	Comment noted.
781	Liles	Blair	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
782	Lill	Craig	10/30/15	Web Mail	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.	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #53 - MoPac Improvement Project
783	Lill	Craig	11/18/15	Email	As a resident 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.	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #47 - Removing Tolls from SH 130 as a Relief Route to I-35 #53 - MoPac Improvement Project
784	Lilly	James	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
785	Lindley	Rick	11/19/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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786	Linehan	Paul	11/20/15	Web Mail	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.	#11 - Loop 360
787	Lingor	Tania	11/19/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
788	Little	Cathy	11/20/15	Virtual Open House	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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts #27 - The Environmental Study #30 - Water Quality
789	Little	James	11/20/15	Virtual Open House	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.	#6 - Direct Connectors #4 - Operational Configurations #35 - Community Impacts
790	Little	Lew	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
791	Littlefield	Mark	11/10/15	Virtual Open House	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.	#1 - Safety Comment noted.
792	Litton	Michael	11/19/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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					build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	
793	Liverman	Bob	11/3/15	Web Mail	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	#10 - Barton Skyway
794	Liverman	Cindy	11/20/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
795	LL	JCR	11/20/15	Mailed	RE: Please take action oppose toll, elevated lane expansion of Mopac and the connection of South Mopac to Interstate 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 MoPac south 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.	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #25 - Concerns about Large Trucks #35 - Community Impacts
796	Lodwick	Bill	11/9/15	Virtual Open House	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.	#6 - Direct Connectors #4 - Operational Configurations #40 - Parklands
797	Lohr	John	11/18/15	Email	I am opposed to creating a double decker expansion of MoPac	#6 - Direct Connectors #4 - Operational Configurations
798	Lois-Borzi	Ana	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
799	Long	Jason	11/12/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
800	Lopez	Orlando	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW

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801	Loveless	Betty	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
802	Lowder	Cullen	11/20/15	Mailed	RE: Please take action oppose toll, elevated lane expansion of Mopac and the connection of South Mopac to Interstate 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 MoPac south 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.	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #25 - Concerns about Large Trucks #35 - Community Impacts
803	Lubomudrov	Andrei	11/10/15	Comment Form	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.	#37 - Visual & Aesthetics/CSS
804	Lucas	Marcia	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
805	Luckstead	Jon	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop

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					benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
806	Lueth	Robbie	10/26/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
807	Lueth	Robbie	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
808	Luker	Jimmy	11/20/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety

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809	Lutz	Matthew	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
810	Lynch	Paige	11/16/15	Virtual Open House	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.	#6 - Direct Connectors #20 - Impacts to Downtown Traffic #52 - City of Austin Roadways #40 - Parklands #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #39 - Noise #34 - Light Pollution #35 - Community Impacts #3 - Transportation Funding, the Mobility Authority & Tolling #2 - Alternatives Considered
811	Lynn	Jane Baxter	11/18/15	Email	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. Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
812	Macdougall	Lorn	11/20/15	Hand Delivered	The proposed infrastructure will soon be obsolete. Transportation needs to be multi-dimensional and focused on true mobility of buses, trains, bike lanes, transit, 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 instability 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.	#2 - Alternatives Considered #17 - Bus Transit #54 - Rail Transit #15 - Bicycle & Pedestrian Facilities

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 EACH COMMENT IN THIS TABLE HAS BEEN ASSIGNED A RESPONSE(S) NUMBER AS PRESENTED IN THE RESPONSE GUIDE.



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813	Maceo	PJ	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
814	Macklin	Florence	11/20/15	Mailed	In addition to any 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. The two lanes without elevated lanes provides consistency with local plans for park land use - it has the least impact in parkland. I proudly helped defeat the Zoo in Zilker many years ago and we all know how disasterous 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 many people FOREVER.! Once it is done there is no turning back. Thanks for your plans and your effort to get all of Central Texas involved. But please be careful!	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts #15 - Bicycle & Pedestrian Facilities
815	Madera	Sara	11/20/15	Virtual Open House	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.	#45 - MoPac will become Bypass to I-35 #25 - Concerns about Large Trucks #20 - Impacts to Downtown Traffic
816	Maderer	Pa	11/15/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
817	Madrid	Rubi	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
818	Maher	Mary Beth	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered

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					options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
819	Maier	Mary Beth	11/20/15	Hand Delivered	Please do not destroy the quality of life in Austin in the process of "fixing" MoPac congestion. Pay off the debt on 130 toll and I45 east (TxDOT funds first) to make no tolls to relieve I-35 traffic. At the present, your solutions are not 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 precious commodities! I have lived in Houston 40 years. You are lying to us as to the purpose of proceeding to rapidly! Your goal is to relieve traffic on I-35 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!	#35 - Community Impacts #47 - Removing Tolls from SH 130 as a Relief Route to I-35 #2 - Alternatives Considered #38 - Air Quality #39 - Noise #37 - Visual & Aesthetics/CSS #1 - Safety #45 - MoPac will become Bypass to I-35
820	Maier	Richard	11/20/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
821	Malone	Jesse	11/20/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
822	Maness	Richard	11/20/15	Hand Delivered	Please do not toll South Austin educate folds to car pool telecommute, bike, public transit for the goal of taking more cars off the road. Divert I-35 to toll road so (make free) convert up tracks to dual commuter tracks from San Marcos to Count Rock. Create more park and ride with express buses. Also project Williamson at the Y in Oak Hill to preserved green space. Think out of the box autonomous car lanes? pay off the 130 toll debt and use as alternative to I-35. Restripe S. Mopac with HOV lane with Express buses.	#3 - Transportation Funding, the Mobility Authority & Tolling #2 - Alternatives Considered #17 - Bus Transit #54 - Rail Transit #15 - Bicycle & Pedestrian Facilities #47 - Removing Tolls from SH 130 as a Relief Route to I-35 #50 - Oak Hill Parkway
823	Mann	R.B.	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making SH 130 function as intended. SH 130 was built to relieve traffic on I-35. It is underutilized because of the high tolls.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice

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					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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
824	Marburger	Noah	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
825	Marcus	Aaron	11/15/15	Email	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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
826	Marez	Juan	11/19/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
827	Marler	Sara	11/20/15	Hand Delivered	All of the proposals impact Austin High School and our community of 2500 students and staff. Our school is at the epicenter - and there has been little coordination with COA transportation. There is local impact to both South and North Mopac entrance and exit ramps at Cesar Chavez. These ramps force drivers from the west side to loop under the Cesar Chavez underpass not to AHS and on SFA Blvd. AHS wants a voice in the proposal. We are focused on safety of our students and staff. come up with a different plan - go back to the drawing board.	#1 - Safety #49 - Coordination with COA and Others #26 - NEPA Decision-making Process #20 - Impacts to Downtown Traffic #8 - Access to/from Express Lanes to Cesar Chavez
828	Marone	Susan	11/20/15	Hand Delivered	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 I35.	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #29 - 3 Projects should be Single Study #3 - Transportation Funding, the Mobility Authority & Tolling #2 - Alternatives Considered #27 - The Environmental Study #47 - Removing Tolls from SH 130 as a Relief Route to I-35
829	Marquis	Robert	11/20/15	Mailed	RE: Please take action oppose toll, elevated lane expansion of Mopac and the connection of South Mopac to Interstate 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 MoPac south 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.	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #25 - Concerns about Large Trucks #35 - Community Impacts
830	Marsh	Jennifer	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands

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					Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
831	Marshall	Allyson	11/17/15	Email	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.	#6 - Director Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands
832	Martin	A.E.	11/5/2015	Virtual Open House	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.	Comment noted.
833	Martin	Amy	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
834	Martin	David	11/11/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
835	Martin	Kera	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35

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					bypass we already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#17 - Bus Transit #51 - MoPac Intersections
836	Martin	Robert	10/22/15	Virtual Open House	Please ensure that there are direct connectors to downtown. If not, what's the point?	Comment noted.
837	Martinez	Maria Elena	11/4/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
838	Massengale	Trey	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
839	Mastin	Bill	11/8/15	Virtual Open House	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 SUSSEIVE GIGANTIC BILLS WITHIN ..50cents...KLB AM TALK SHOWS	Comment noted.

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					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	
840	Mathias	Mark	11/19/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
841	Mathias	Matt	11/19/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
842	Matthews	Garry	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
843	Maxwell	Felicity	11/5/15	Email	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 Star 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 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. 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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic

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					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.	
844	Maxwell	Lisa	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
845	Maxwell	Sue	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
846	Mayer	Mary Ellen	11/20/15	Hand Delivered	Lets set up rush hour HOV and express bus lanes on MoPac instead of building new toll roads. It will quickly create significant volume for moving people, not vehicles. I suggest this as someone who drove south MoPac to Far West Blvd. for work for nearly two years. During this period, traffic congestion lengthened my commute from approx. 35 minutes to more than an hour -- or 90 minutes during storms or accidents. Other steps we should take to ease Austin traffic, prep for future traffic include (but not limited to): coordinate planning between TxDOT, CTRMA, CAMPO, governments and the City of Austin and all affected municipalities, from Sunset Valley to Oak Hill and points west. Reexamine the pressler road proposed for traffic solutions that will have less impact on Austin High and Lamar Beach. 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 - invest \$4 billion in new TxDOT funding from proposition to build non-toll roads in Austin. Pay off debt on 130 toll road with that \$ and use it to divert long distance traffic from I35. Take steps to protect Austin's jewels, Barton Springs, Zilker Park, Lady Bird Lake, Hike and Bike trail, LB Wildflower Center, Austin High. The Edwards Aquifer Recharge Zone. No toll road on MoPac. Stop it now, study it, come up with some alternatives.	#2 - Alternatives Considered #17 - Bus Transit #49 - Coordination with COA and Others #52 - City of Austin Roadways #40 - Parklands #35 - Community Impacts #26 - NEPA Decision-making Process #3 - Transportation Funding, the Mobility Authority & Tolling #47 - Removing Tolls from SH 130 as Relief Route to I-35 #30 - Water Quality
847	McAfee	Melanie	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop

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848	Mcallister	Mark	11/19/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
849	McCalla	Sarah	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
850	McCarter	Scott	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
851	McClure	Donald	11/20/15	Email	Please don't add toll roads. Please add lanes for everybody or nobody.	#3 - Transportation Funding, the Mobility Authority & Tolling
852	McClure	Lori	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on 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 agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #32 - Vegetation & Wildlife #2 - Alternatives Considered #45 - MoPac will become I-35 Bypass/Keep MoPac Local

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853	McClure	Lori	11/20/15	Hand Delivered	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 and believe that restriping S. Mopac for HOV could alleviate congestion. 2) Consider something other than cars as a transportation option for Austin. If bus routes, park and ride were available and 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 and Bike trail... 5) Do the promised comprehensive study - nota piecemeal approach that obfuscates the issues. We are not idiots - and we don't want tolls. We want, need and deserve better solutions!	#2 - Alternatives Considered #23 - How Express Lanes benefit General Purpose Lane Traffic #17 - Bus Transit #47 - Removing Tolls from SH 130 as Relief Route to I-35 #40 - Parklands #30 - Water Quality #29 - 3 Projects should be Single Study
854	McCord	Patrick	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
855	McCouston	Jed	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
856	McCullough	Amy	11/16/15	Email	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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts #17 - Bus Transit

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						#54 - Rail Transit
857	McDaniel	Linda	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
858	McDonald	C.L.	11/20/15	Hand Delivered	Toll roads are not the solution to our traffic problems. We must explore all alternatives not just toll roads. Let's first pay down the SH 130 debt and encourage more traffic to use that road as an Austin bypass.	#3 - Transportation Funding, the Mobility Authority & Tolling #2 - Alternatives Considered #47 - Removing Tolls from SH 130 as Relief Route to I-35
859	McDonald	Morgan	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
860	McElwrath	Mac	11/8/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
861	McGahagin	Brenda	11/13/15	Email	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 Star 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 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. 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,	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling

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					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.	#36 - Environmental Justice #25 - Concerns about Truck Traffic
862	McGahagin	Brenda	11/20/15	Hand Delivered	Look at alternatives. I do not support any of these plans. I demand a comprehensive study of a transport impact with all transportation groups (TxDOT, City, County, etc., CTRMA and bike and ped groups) Do not connect I-35 to MoPac w/ 45. Does not solve traffic problems, destroys what we value and love. Creates more pay off I-30 - no tolls, make it free. Restripe MoPac - create free HOV lanes. Use more park and rides south for commuters more direct buses more rail systems. Beter, more and more attractive bikeways. No tolls on Mopac (or anywhere). They benefit the minimum number 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 how to do area traffic and transport well.	#2 - Alternatives Considered #26 - NEPA Decision-making Process #45 - MoPac will become I-35 Bypass/Keep MoPac Local #22 - Traffic Impacts of a I-35-MoPac Loop #47 - Removing Tolling from SH 130 as Relief Route to I-35 #17 - Bus Transit #15 - Bicycle & Pedestrian Facilities #23 - How Express Lanes benefit General Purpose Lane Traffic #30 - Water Quality #40 - Parklands #35 - Community Impacts
863	McGahagin	Ralph	11/20/15	Hand Delivered	I am very concerned that the Mopac expansion/toll road project will connect I-35 and MoPac. I believe MoPac should be a local thoroughfare. I find the toll road project to be unable to address any 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.	#45 - MoPac will become I-35 Bypass #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #3 - Transportation Funding, the Mobility Authority & Tolling #2 - Alternatives Considered #35 - Community Impacts #23 - How Express Lanes benefit General Purpose Lane Traffic
864	McGee	Derek	11/11/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
865	McGettigan	Kelly	11/4/15	Email	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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts

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					interstate traffic. 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. 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.	#40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
866	McGovern	Mitchell	11/6/15	Virtual Open House	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 by the extension of West Ave and Walter Seaholm drive. Again Pedestrian safety should be taken into consideration.	#20 - Impacts to Downtown Traffic #1 - Safety #15 - Bicycle & Pedestrian Facilities #52 - City of Austin Roadways
867	McGregor	Doug	11/20/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
868	McGuire	Liz	11/18/15	Email	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.	#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #35 - Community Impacts #32 - Vegetation & Wildlife #27 - The Environmental Study #40 - Parklands #30 - Water Quality #15 - Bicycle & Pedestrian Facilities
869	McGuire	Liz	11/18/15	Email	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	#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS

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					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.	#35 - Community Impacts #32 - Vegetation & Wildlife #27 - The Environmental Study #40 - Parklands #30 - Water Quality #15 - Bicycle & Pedestrian Facilities
870	McIntire	Rob	11/20/15	Web Mail	THIS WAS SENT ON 11/19/15 & 11/20/15 *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	#2 - Alternatives Considered #47 - Removing Tolls from SH 130 as a Relief Route to I-35 #35 - Community Impacts #19 - Current Travel Time Data #18 - Consistency with CAMPO 2040 MTP #4 - Operational Configurations #25 - Concerns about Large Trucks #41 - Indirect Impacts (Induced Growth) #30 - Water Quality #27 - The Environmental Study #33 - Flooding & Floodplains #15 - Bicycle & Pedestrian Facilities Comment noted.

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					<p>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 transportation these past 100 years other than rolling entertainment salons sipping modern gasoline champagnes requiring 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 calculate 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, Austin voters were promised there would be no Big Trucks allowed, a broken promise with the expansion plans.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>	

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					dead Confederate statues modern politicians 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...	
871	McIntire	Rob	11/20/15	Hand Delivered	Where to start? Lacking a keyboard, please excuse my penmanship. How about Nathan Reed 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 and just as vicious - they laughed him off the podium as ridiculous. Reed 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 Copland 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 and big car makers accomplished? A clogged sewer of roads never designed for traffic flow and the correct massive population - wow, and who to thank this but sociopathic influx planners and developers working with TxDOT, etc.. Fact: it don't 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 or have road builders designed any thing but gridlock. One hundred years from now, new generations will note they had wealth, computers, democracy, educated labor, higher education and this was the best they could do, arguing over dead confederate statues as their communities imploded? Public transport is not an answer -- few want to walk in rain and heat to go stand at a dirty bus stop at a dirty traffic intersection to wait 10-30 minutes for a bus that will hopefully be near empty. When packed there are some very disagreeable, unhygienic, mentally ill folks to deal with in close contact - buses through my neighborhoods are mostly empty save for rush hours, a complete waste. The city at Austin could subsidize smaller, more efficient commuter transport that has yet to be created for lack of vision of people and their politicians and their business leaders. They city could limit and actually control better gravity development, but thus for they sold long time Austinites down the river.	Comment noted.
872	McIntire	Rob	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
873	McIntyre	Chris	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
874	McKay	Claire	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW

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					SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
875	McKee	Roxanne	11/13/15	Virtual Open House	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.	#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #34 - Light Pollution #39 - Noise #30 - Water Quality #40 - Parklands #35 - Community Impacts #27 - The Environmental Study
876	McKee	Roxanne	11/13/15	Email	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.	#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #30 - Community Impacts #39 - Noise #34 - Light Pollution #30 - Water Quality #40 - Parklands #27 - The Environmental Study #28 - Purpose & Need
877	McLean	Bill	11/10/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
878	McLean	Carlotta	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
879	McMahon	Mary	11/17/15	Email	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	#6 - Direct Connectors #4 - Operational Configurations

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					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.	#39 - Noise #34 - Light Pollution #40 - Parklands #35 - Community Impacts #30 - Water Quality #27 - The Environmental Study #2 - Alternatives Considered #3 - Transportation Funding, the Mobility Authority & Tolling #54 - Rail Transit #32 - Vegetation & Wildlife
880	McMahon	Mary	11/17/15	Email	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.	#6 - Direct Connectors #4 - Operational Configurations #39 - Noise #34 - Light Pollution #40 - Parklands #35 - Community Impacts #30 - Water Quality #27 - The Environmental Study #2 - Alternatives Considered #3 - Transportation Funding, the Mobility Authority & Tolling #54 - Rail Transit #32 - Vegetation & Wildlife
881	McMillen	Steve	11/20/15	Hand Delivered	Fixing I-35, promoting the 130 loop, and locally improving intersections would greatly improve traffic flow. We don't need to expand Mopac! Its been proven over and 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. 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 utilization of existing infrastructure needs. For example, restriping or signaling Mopac south during rush hour would greatly improve traffic flow. I've sent this in this in many other cities, to useful and beneficial effect, and I'm supposed it's not implemented here. I don't want Mopac connected to I-35! I don't want MoPac expanded just like north and south of lady bird lake.	#47 - Removing Tolling from SH 130 as a Relief Route to I-35 #51 - MoPac Intersections #23 - How Express Lanes benefit General Purpose Lane Traffic #2 - Alternatives Considered #45 - MoPac will become I-35 Bypass/Keep Mopac Local
882	McMillion	Robin	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop

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883	McNair	Charles	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
884	McNamara	Daniel	11/3/15	Web Mail	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	#39 - Noise #35 - Community Impacts #37 - Visual & Aesthetics/CSS #40 - Parklands #2 - Alternatives Considered
885	McOsker	Chuck	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
886	McVeety	Elizabeth	11/20/15	Email	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!	#40 - Parklands #35 - Community Impacts #39 - Noise #15 - Bicycle & Pedestrian Facilities
887	Medina	Jaime	11/18/15	Email	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	#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #35 - Community Impacts #32 - Vegetation & Wildlife #40 - Parklands #39 - Noise #34 - Light Pollution #27 - The Environmental Study

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					<p>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 than 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 aesthetically 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.</p>	<p>#30 - Water Quality #3 - Transportation Funding, the Mobility Authority & Tolling #1 - Safety #15 - Bicycle & Pedestrian Facilities</p>
888	Mehdy	Mona	10/29/15	Email	<p>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 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 Star 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 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. 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</p>	<p>#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic</p>

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					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.	
889	Mehby	Mona	11/20/15	Hand Delivered	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 Depart of Transportation needs to work on mass transit as the required direction to preserve a livable city, livable planet. Use the new proposition approved non-toll monies to 1) pay off 130 debt so becomes free so traffic moves there 2) change existing MoPac lanes to HOV - not toll 3) use state monies for mass transit. I do not approve of the present proposals.	#17 - Bus Transit #54 - Rail Transit #47 - Removing Tolling from SH 130 as a Relief Route to I-35 #2 - Alternatives Considered #3 - Transportation Funding, the Mobility Authority & Tolling
890	Meinkoth	Kat	11/20/15	Email	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 agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#35 - Community Impacts #30 - Water Quality #2 - Alternatives Considered #29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections & SH 45SW #40 - Parklands #45 - MoPac will become Bypass to I-35 #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolling from SH 130 as a Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
891	Meisenbach	Megan	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
892	Mejia	Beatriz	11/20/15	Hand Delivered	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 its use with an HOV lane. Buses and Rideshare move our Austin citizens to Central Austin, not toll lanes. Let the buses run into the neighborhoods where more of our citizens come 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 and Bike Trail, the Butler Trail, and enjoy ACL Fest each year. I am fortunate to live close by, but I want my fellow Austinite who live further out to have reasonable and affordable means to come into central Austin. Improve our public transportation. Make more bus routes,	#2 - Alternatives Considered #17 - Bus Transit #3 - Transportation Funding, the Mobility Authority & Tolling

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					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.	
893	Meleski	Deborah	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
894	Melina Raab	Angela	11/20/15	Email	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 agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
895	Melina Raab	Ted	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
896	Merritt	Julia	11/19/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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897	Merritt	Julie	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
898	Mestier	Louis	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
899	Metrick	Linda	11/19/15	Web Mail	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.	#39 - Noise #37 - Visual & Aesthetics/CSS #9 - Bee Cave Road
900	Metzger	Luke	11/20/15	Web Mail	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	#35 - Community Impacts #3 - Transportation Funding, the Mobility Authority & Tolling #27 - The Environmental Study #38 - Air Quality #30 - Water Quality #20 - Impacts to Downtown Traffic #21 - Impacts to Traffic in Surrounding Neighborhoods #17 - Bus Transit #54 - Rail Transit

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					Edward's Aquifer, Barton Springs, and the air.	
901	Mey	Jacob L. and Inger	10/24/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
902	Meyer	Jennifer	11/20/15	Mailed	RE: Please take action oppose toll, elevated lane expansion of Mopac and the connection of South Mopac to Interstate 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 MoPac south 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.	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #25 - Concerns about Large Trucks #35 - Community Impacts
903	Michel	Rayeve	11/20/15	Mailed	In addition to any 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. 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 congestion as it is necessary for growth but elevated tollways are not the answer as it will permanently damage the core of austin. I would only prefer and endorse the "two lanes without elevated lanes". Also, I demand more research and study of the environmental impact on the Edwards Aquifer and the greenspace at Zilker Park.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts #39 - Noise #34 - Light Pollution #30 - Water Quality
904	Mick	Robert	11/11/15	Email	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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35

#	Last Name	First Name	Date	Method	Comment (verbatim)	Response
					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 Star 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 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. 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.	#54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
905	Miesch	Deanna	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
906	Miksch	Josh	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
907	Miles	Erica	11/20/15	Mailed	In addition to any 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	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations

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					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 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.	#37 - Visual & Aesthetics/CSS #40 - Parklands #37 - Vegetation & Wildlife #35 - Community Impacts #39 - Noise #34 - Light Pollution
908	Millard	Nancy	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
909	Miller	Breanne	11/17/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
910	Miller	Karen	11/9/15	Email	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 Star 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 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. 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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic

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 EACH COMMENT IN THIS TABLE HAS BEEN ASSIGNED A RESPONSE(S) NUMBER AS PRESENTED IN THE RESPONSE GUIDE.



#	Last Name	First Name	Date	Method	Comment (verbatim)	Response
					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!	
911	Miller	Karen	11/15/15	Email	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. I30 is empty most of the time and we just passed a Constitutional 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!	#6 - Director Connectors #4 - Operational Configurations #35 - Community Impacts #40 - Parklands #3 - Transportation Funding, the Mobility Authority & Tolling #47 - Removing Tolls from SH 130 as a Relief Route to I-35
912	Miller	Karen	11/15/15	Email	In addition to any 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 eminent 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.	#6 - Director Connectors #4 - Operational Configurations #35 - Community Impacts #37 - Visual & Aesthetics/CSS #32 - Vegetation & Wildlife #40 - Parklands #3 - Transportation Funding, the Mobility Authority & Tolling #47 - Removing Tolls from SH 130 as a Relief Route to I-35
913	Miller	Kathi	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
914	Miller	Paul	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
915	Mills	Jason	11/20/15	Mailed	My support is for the "NON-ELEVATED" plan. This supports our land use and neighborhoods. Provides the capacity necessary for	#35 - Community Impacts

#	Last Name	First Name	Date	Method	Comment (verbatim)	Response
					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.	#37 - Visual & Aesthetics/CSS #32 - Vegetation & Wildlife #40 - Parklands
916	Mills	Jason	11/20/15	Mailed	RE: Please take action oppose toll, elevated lane expansion of Mopac and the connection of South Mopac to Interstate 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 MoPac south 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.	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #25 - Concerns about Large Trucks #35 - Community Impacts
917	Mills	Laurie	11/20/15	Mailed	I fully support NON-ELEVATED toll lanes of any kind. I support this because I want to preserve the landsape 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 <u>not</u> lose that. There are options - non-elevated lanes - that will support both efforts.	#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS
918	Mills	Sean	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
919	Milstead	Mark	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
920	Mink	Doug	11/15/15	Virtual Open House	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.	#29 - 3 Projects should be a Single Study #27 - The Environmental Study
921	Miri	James	11/17/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
922	Missios	Maxine	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local

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					making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
923	Mitchell	Cathy	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
924	Mlotok	Marion	11/19/15	Virtual Open House	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.	#45 - MoPac will become I-35 Bypass #46 - Extension of SH45SW to I-35 #29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections & SH 45SW #40 - Parklands #39 - Noise #22 - Traffic Impacts of a I-35-MoPac Loop #35 - Community Impacts #47 - Removing Tolls from SH 130 as a Relief Route for I-35 #2 - Alternatives Considered #3 - Transportation Funding, the Mobility Authority & Tolling #17 - Bus Transit #51 - MoPac Intersections
925	Mlotok	Marion	11/20/15	Hand Delivered	Do not build more lanes. No toll lanes. Start with striping for HOV lanes.	#3 - Transportation Funding, the Mobility Authority & Tolling #2 - Alternatives Considered
926	Mock	Marilyn	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35

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					and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#17 - Bus Transit #51 - MoPac Intersections
927	Moore	A.D.	11/10/15	Comment Form	*"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 TOWN LAKE! What we DO WANT!: HOV Lanes!!! *Shuttle traffic to SH130-make 130 free!!! Better mass transit systems! Better ride share/carpool options.	#6 - Direct Connectors #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #45 - MoPac will become I-35 Bypass #1 - Safety #35 - Community Impacts #40 - Parklands #20 - Impacts to Downtown Traffic #30 - Water Quality #47 - Removing Tolls from SH 130 as a Relief Route to I-35 #17 - Bus Transit #54 - Rail Transit
928	Moore	Amanda	11/20/15	Email	"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 agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#6 - Direct Connectors #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #2 - Alternatives Considered #17 - Bus Transit #54 - Rail Transit #15 - Bicycle & Pedestrian Facilities #45 - MoPac will become I-35 Bypass #38 - Air Quality #1 - Safety #25 - Concerns about Large Truck #47 - Removing Tolls from SH 130 as a Relief Route to I-35 #29 - 3 Project should be Single Study #44 - Timing of MoPac South, MoPac Intersections & SH 45SW #30 - Water Quality #40 - Parklands #36 - Environmental Justice #23 - How Express Lanes benefit General Purpose Lane Traffic #52 - MoPac Intersections
929	Moore	Amanda	11/20/15	Hand Delivered	"no build" we need better mass transit (bus and light rail/gondola). And HOV lanes! Not more toll lanes and not double decker MoPac. Protect edwards aquifer! Keep MoPac local! No connect to I35.	#17 - Bus Transit #54 - Rail Transit #2 - Alternatives Considered #3 - Transportation Funding, the Mobility Authority & Tolling #30 - Water Quality #45 - MoPac will become I-35 Bypass
930	Moore	Linda	11/20/15	Hand Delivered	I am opposed to all six options you are considering for the expansion of South Mopac.	Comment noted.
931	Moore	Tatum	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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					emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	
932	Moore	Tim	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
933	Mordecai	Laura	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
934	Morena	Jill	11/20/15	Mailed	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
935	Morikawa	Hitoshi	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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					project any more. Build it Now!"	
936	Morris	Jessica	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
937	Morris	Mike	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
938	Morris	Phillip	10/23/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
939	Morrison	Brittany	11/11/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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					build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	
940	Morrison	Susan	11/19/15	Email	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 agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new 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..	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections #25 - Concerns about Large Trucks
941	Morrow	D.J.	10/22/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
942	Morrow	Melissa	11/20/15	Hand Delivered	Pay off 130 and make it free for all cars. Set the goal to improve travel time for non-toll lanes, do not settle for less. Take the time to come up with a comprehensive plan for everyone.	#47 - Removing Tolls from SH 130 as a Relief Route to I-35 #23 - How Express Lanes benefit General Purpose Lane Traffic
943	Morrow	Melissa	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before	#29 - 3 Projects should be Single Study

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					building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
944	Morrow	Robert	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
945	Moscoe	Jon	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
946	Mosley	Katherine	11/15/15	Email	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.	#23 - How Express Lanes benefit General Purpose Lane Traffic #29 - 3 Projects should be Single Study #22 - Traffic Impacts of a I-35-MoPac Loop #2 - Alternatives Considered #47 - Removing Tolls from SH 130 as Relief Route to I-35
947	Mosley	Kim	11/10/15	Comment Form	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 fewer 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.	#36 - Environmental Justice #23 - How Express Lanes benefit General Purpose Lane Traffic #2 - Alternatives Considered #17 - Bus Transit #40 - Parklands
948	Mosley	Kim	11/20/15	Hand Delivered	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 wealth 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 in the road and encouraging bus express/park and rides would alleviate congestion even more. Building elevated lanes across the	#36 - Environmental Justice #23 - How Express Lanes benefit General Purpose Lane Traffic #2 - Alternatives Considered #17 - Bus Transit

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					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.	#40 - Parklands Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #47 - Removing Tolls from SH 130 as a Relief Route to I-35
949	Moss	Courtney	11/16/15	Email	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.	#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #32 - Vegetation & Wildlife #40 - Parklands #35 - Community Impacts #39 - Noise #34 - Light Pollution
950	Moss	Courtney	11/16/15	Email	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.	#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #32 - Vegetation & Wildlife #40 - Parklands #35 - Community Impacts #39 - Noise #34 - Light Pollution
951	Moulin	Bryan	11/12/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
952	Moulinet	Nick	11/17/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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953	Mouton	Pat	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
954	Mueller	Monica	11/20/15	Hand Delivered	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 move traffic north/south while keeping aquifers and critical recharge zones most of which exist on the west side of Austin safe. HOV lanes, public transit, park and rides, and other non-toll road options deserve more consideration. Thank you for your time. (3rd generation Austinite raising the 4th generation Austinite's)	#3 - Transportation Funding, the Mobility Authority & Tolling #2 - Alternatives Considered #47 - Removing Tolls from SH 130 as a Relief Route to I-35 #30 - Water Quality #17 - Bus Transit #54 - Rail Transit
955	Mullarkey Miller	Nora	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
956	Mullen	C. C.	10/22/15	Email	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 Star 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 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. 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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice

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957	Mullen	C. C.	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
958	Munoz	Noelle	11/17/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
959	Munoz	Stephanie	11/10/15	Email	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 Star 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 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. 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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice

#	Last Name	First Name	Date	Method	Comment (verbatim)	Response
					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.	#25 - Concerns about Truck Traffic
960	Murphy	Charles	11/13/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
961	Murphy	Liz	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
962	Murphy	Mike and Stacie	11/12/15	Virtual Open House	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.	#14 - Adding a 3rd Lane South of William Cannon #9 - Bee Cave Road #44 - Timing of MoPac South, MoPac Intersections & SH 45SW
963	Murr	Vickie	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
964	Murr	Vickie	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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					build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	
965	Murray	Susan	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
966	Musat	Vincent	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
967	Myers	Barbara M.	11/20/15	Hand Delivered	This madness has got to stop! I have lived in Tarrytown since 1973, when Mopac was still under contraction of the first phase. I remember attending a meeting where an irate Ann Richards stood up and said, "We've been told that this road would be a boulevard," not the controlled access highway that's being built. Our beloved Zilker park, Lady Bird Johnson Wildflower Center, Higher Bike Trail, etc.. etc., <u>must be protected!</u> Don't forget Lady Bird Lake! The best way to get cars off the road is to build rail down the Mopac right of way and the I35 corridor. Remove the tolls from Texas 130, create park and ride bus service, re-stripe South Mopac. The proposed toll fee will price most people out of using Mopac!! And reading about the other proposals that we're not being told about make me sick at heart! I'm 81 years old and love my home, neighborhood, and city so much, and to think about what might happen in this city if it is ruined by more cement and roads, roads, roads is horrifying! My children grew up in Terrytown and attended the West Austin public schools. My son still lives in Austin, he wanted to live in Terrytown forever, but now he's actually going to leave Austin after he retires because it has become practically unbelievable. Keep Mopac Local!	#40 - Parklands #54 - Rail Transit #47 - Removing the Tolls from SH 130 as a Relief Route to I-35 #17 - Bus Transit #2 - Alternatives Considered #36 - Environmental Justice
968	Myers	Emmie	11/16/15	Email	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 Star 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 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. 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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Removing Tolling from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Large Trucks

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					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.	
969	Nabers	Mary	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
970	Nagel	Robert	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
971	Nappi	Chris	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
972	Nash	John	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
973	Nayak	Susan	10/23/15	Email	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 Star 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,	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35

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					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 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. 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.	#22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
974	Nazor	Craig	11/8/15	Email	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 Star 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 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. 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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic

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975	Nazor	Craig	11/10/15	Comment Form	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!	#3 - Transportation, the Mobility Authority & Tolling #36 - Environmental Justice #45 - MoPac will become I-35 Bypass #30 - Water Quality
976	Neas	Julie	11/20/15	Mailed	In addition to any 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. Need to assess pedestrian traffic impact along MoPac and safety concerns for pedestrian access from Rollingwood Dr. to Zilker Park. Current highway already limits visual site in crossing Barton Springs to Rollingwood Drive and creates significant issues. This is a key pedestrian path for all Zilker Park events, ACL etc. that generate significant \$ for Austin.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts #15 - Bicycle & Pedestrian Facilities
977	Nelson	Jayne	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
978	Nemir	William	11/18/15	Email	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 TxDOT'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.	#29 - 3 Projects should be Single Study #47 - Removing Tolls from SH 130 as a Relief Route to I-35 #3 - Transportation Funding, the Mobility Authority & Tolling
979	Neslund	Melissa	11/16/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
980	Neujahr	Jeff	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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					project any more. Build it Now!"	
981	Neujahr	Rebecca	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
982	Newland	Linda	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study 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 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 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.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #29 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
983	Newland	Ronald	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #29 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
984	Newman	Janet	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
985	Newman	JP	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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					emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	
986	Ng	Desmond	10/24/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
987	Ng	Desmond	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
988	Nichols	Lara	11/20/15	Virtual Open House	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	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands

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					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.	#32 - Vegetation & Wildlife #35 - Community Impacts
989	Nichols	Shannon	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
990	Nichols	Wallace	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
991	Nichols	Will	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
992	Niedert	Eric	11/11/15	Web Mail	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?	#20 - Impacts to downtown traffic #8 - Access to/from the Express Lanes & Cesar Chavez #4 - Operational Configurations
993	Niemann	Carol	11/18/15	Virtual Open House	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!	#3 - Transportation Funding, the Mobility Authority & Tolling #4 - Operational Configurations #6 - Direct Connectors #40 - Parklands #30 - Water Quality #27 - The Environmental Study
994	Nims	Adam	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
995	Nirenberg	Alan	11/19/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety

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996	Noetzel	Paul	11/20/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
997	Nooyen	Justin	11/20/15	Mailed	RE: Please take action oppose toll, elevated lane expansion of Mopac and the connection of South Mopac to Interstate 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 MoPac south 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.	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #25 - Concerns about Large Trucks #35 - Community Impacts
998	Noster	Richard	11/2/15	Virtual Open House	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??????	#40 - Parklands #30 - Water Quality #27 - The Environmental Study #37 - Visual & Aesthetics/CSS #39 - Noise #34 - Light Pollution #35 - Community Impacts #4 - Operational Configurations #6 - Direct Connectors #41 - Indirect Impacts (Induced Growth)
999	Not Given	Lauren	11/10/15	Comment Form	I do not support any of this project, and I am angered by CTRMA's "piece meal" approach to trying to sneak a massive toll loop project past the public by not being forthcoming about the 45 connection that will make Mopac a 35W. We can achieve congestion relief by making <u>REAL</u> 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 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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass #46 - Extension of SH 45SW to I-35 #17 - Bus Transit #54 - Rail Transit #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop
1000	Nunez	Daniela	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice

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					bypass we already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1001	Nuss	Terra	11/13/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1002	Nydegger	Jeff	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1003	Nyer	Adam	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1004	Nyer	Loren	11/19/15	Email	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.	#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #32 - Vegetation & Wildlife
1005	Ochs	Lou	11/16/15	Email	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,	#35 - Community Impacts #40 - Parklands #1 - Safety #27 - The Environmental Study #37 - Visual & Aesthetics/CSS #2 - Alternatives Considered #36 - Environmental Justice #3 - Transportation Funding, the Mobility Authority & Tolling #23 - How do Express Lanes benefit General Purpose Lanes #45 - MoPac will become I-35 Bypass #47 - Removing Tolls from SH 130 as Relief Route to I-35 #29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #22 - Traffic Impacts of a I-35-MoPac Loop #54 - Rail Transit #17 - Bus Transit

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					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 Star 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 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. 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	#51 - MoPac Intersections #25 - Concerns about Large Trucks
1006	Oden	Michael	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1007	OFarrell	Robert	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1008	Ogden	Alan	11/10/15	Email	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	#3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #27 - The Environmental Study #37 - Visual & Aesthetics/CSS #17 - Bus Transit #54 - Rail Transit #2 - Alternatives Considered #47 - Removing Tolls from SH-130 as a Relief Route to I-35 #45 - MoPac will become I-35 Bypass #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #41 - Indirect Impacts (Induced Growth) #30 - Water Quality #51 - MoPac Intersections

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					"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 Star 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 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. 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.	#25 - Concerns about Large Trucks
1009	Ogden	Alan	11/11/15	Virtual Open House	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.	#29 - 3 Projects should be Single Study #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #27 - The Environmental Study #2 - Alternatives Considered #3 - Transportation Funding, the Mobility Authority & Tolling #47 - Removing Tolls from SH-130 as a Relief Route to I-35 #6 - Direct Connectors #4 - Operational Configuration #37 - Visual & Aesthetics/CSS #39 - Noise
1010	OHara	Michael	10/22/15	Email	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 Star 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 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. 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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic

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					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.	
1011	OHara	Michael	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1012	Okrina	Helen	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1013	Olah	Ray	11/10/15	Comment Form	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.	#45 - MoPac will become I-35 Bypass #22 - Traffic Impacts of a I-35-MoPac Loop #2 - Alternatives Considered
1014	OLeary	William	11/6/15	Email	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 Star 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 CTRMA's piecemeal	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands

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					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.	#31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
1015	Olvera	Nicole	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1016	Opalka	Doug	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1017	Opp	Kevin	10/22/15	Virtual Open House	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.	Comment noted. #54 - Rail Transit #15 - Bicycle & Pedestrian Facilities
1018	Oppenheimer	Amy	11/11/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1019	Oreyzi	Shaadi	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety

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1020	Ormond	Audrey	11/20/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1021	Osborne	Rusty	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. I would like to see affordable, non-tolled options that don't make traffic on Mo Pac worse. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1022	Ott	John	11/15/15	Email	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.	#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #27 - The Environmental Study
1023	Ott	Sarah	11/15/15	Email	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.	#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #27 - The Environmental Study
1024	Otto	Matt	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections

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1025	Owen	Katherine	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1026	Owen	Sam	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1027	Owen	Sam	11/19/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1028	Owens	Bruce	11/9/15	Web Mail	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".	#48 - General Public Involvement
1029	Owens	Mary	11/20/15	Email	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.	#45 - MoPac will become I-35 Bypass #46 - Extension of SH 45SW to I-35 #29 - 3 Projects should be Single Study
1030	Palmer	Geoffrey	11/12/15	Email	"According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1031	Palmer	Janet	11/18/15	Email	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 physical 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.	#45 - MoPac will become I-35 Bypass #47 - Removing Tolls from SH-130 as a Relief Route to I-35 #17 - Bus Transit #54 - Rail Transit #2 - Alternatives Considered
1032	Palmer	Virginia	11/20/15	Hand Delivered	Study at comprehensive plan - do not build more "outdated" 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 innovation. Comprehensive and sustainable new solutions!!	#2 - Alternatives Considered
1033	Pancake	Amy	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW

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					SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1034	Pantell	Susan	10/23/15	Virtual Open House	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.	#5 Express Lane vs. 2 Express Lanes #1 - Safety #15 - Bicycle & Pedestrian Facilities #42 - Cumulative Impacts #6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS
1035	Parker	Craig	11/15/15	Virtual Open House	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.	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #3 - Transportation Funding, the Mobility Authority & Tolling
1036	Parker	James	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1037	Pascale	Lauren	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1038	Pascoe	Neil	11/20/15	Hand Delivered	There appear 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 projected toll for trip is not affordable to many people. Try cheaper and reasonable approach should be restriping S. MoPac and improving park and ride options. I will vote against toll roads an those supporting those toll roads. Coordination between CTRMA and the City of Austin must happen. Build an HOV lane! Remove the 45/130 toll!	#29 - 3 Projects should be Single Study #2 - Alternatives Considered #36 - Environmental Justice #3 - Transportation Funding, the Mobility Authority & Tolling #49 - Coordination with COA and Others #47 - Removing Tolls from SH 130 as Relief Route to I-35

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1039	Pascoe	Susan	10/28/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
1040	Pascoe	Susan	11/9/15	Virtual Open House	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.	#2 - Alternatives Considered
1041	Pascoe	Susan	11/20/15	Hand Delivered	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 and the cons. Central Austin and the portions 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 to be HOV and express vehicles. Develop more park and rides. We need better solutions! I vote no to current options!	#29 - 3 Projects should be Single Study #32 - Vegetation & Wildlife #30 - Water Quality #40 - Parklands #27 - The Environmental Study #2 - Alternatives Considered #17 - Bus Transit
1042	Pastor	Andy	11/16/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1043	Patch	Todd	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety

RESPONSES CAN BE FOUND IN THE RESPONSE COMMENT GUIDE FOR REVIEW.
 EACH COMMENT IN THIS TABLE HAS BEEN ASSIGNED A RESPONSE(S) NUMBER AS PRESENTED IN THE RESPONSE GUIDE.



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1044	Pate	Gardner	11/6/15	Web Mail	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1045	Patel	Ami	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1046	Patterson	Robert	11/13/15	Email	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 mintues or drive your car for two hours. Pretty easy choice is that is the choice that commuters are given.	#40 - Parklands #6 - Director Connectors #4 - Operational Configurations #17 - Bus Transit
1047	Pattillo	Amy	11/20/15	Email	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	#37 - Visual & Aesthetics/CSS #9 - Bee Cave Road #48 - General Public Involvement #6 - Direct Connectors #4 - Operational Configurations #35 - Community Impacts #27 - The Environmental Study #2 - Alternatives Considered #21 - Impacts to Traffic in Surrounding Neighborhoods #7 - Connection of MoPac South to MIP #18 - Consistency with CAMPO 2040 #26 - NEPA Decision-making Process #30 - Water Quality #40 - Parklands #32 - Vegetation & Wildlife

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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. 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1048	Pattillo	Amy	11/20/15	Email	<p>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</p>	<p>#37 - Visual & Aesthetics/CSS #9 - Bee Cave Road #48 - General Public Involvement #6 - Direct Connectors #4 - Operational Configurations #35 - Community Impacts #27 - The Environmental Study #2 - Alternatives Considered #21 - Impacts to Traffic in Surrounding Neighborhoods #7 - Connection of MoPac South to MIP #18 - Consistency with CAMPO 2040 #26 - NEPA Decision-making Process #30 - Water Quality</p>

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1049	Pattillo	Amy	11/20/15	Virtual Open House	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.	#48 - General Public Involvement
1050	Pattillo	Amy	11/20/15	Fax	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	#37 - Visual & Aesthetics/CSS #9 - Bee Cave Road #48 - General Public Involvement #6 - Direct Connectors

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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</p>	<p>#4 - Operational Configurations #35 - Community Impacts #27 - The Environmental Study #2 - Alternatives Considered #21 - Impacts to Traffic in Surrounding Neighborhoods #7 - Connection of MoPac South to MIP #18 - Consistency with CAMPO 2040 #26 - NEPA Decision-making Process #30 - Water Quality #40 - Parklands #32 - Vegetation & Wildlife #49 - Coordination with COA & Others #15 - Bicycle & Pedestrian Facilities #31 - Threatened & Endangered Species #39 - Noise #1 - Safety #22 - Impacts to Downtown Traffic #5 - 1 Express Lane vs. 2 Express Lanes #36 - Environmental Justice #46 - Extension of SH 45SW to I-35</p>

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					<p>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.</p> <p>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.</p>	
1051	Pattillo	Jon	11/20/15	Email	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	#40 - Parklands

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					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.	#30 - Water Quality #26 - NEPA Decision-making Process #49 - Coordination with COA & Others #48 - General Public Involvement
1052	Pauler	Donna	10/23/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
1053	Paulo	Leah	11/18/15	Email	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	#6 - Direct Connectors #4 - Operational Configurations #40 - Parklands #2 - Alternatives Considered #3 - Transportation Funding, the Mobility Authority & Tolling #37 - Visual & Aesthetics/CSS

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					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 off the table. Thank you for your time and good luck.	
1054	Paulovich	Elizabeth	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1055	Paulson	Angie	11/20/15	Virtual Open House	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!	#6 - Director Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #32 - Vegetation & Wildlife #40 - Parklands #35 - Community Impacts
1056	Pavlinik	Caroline	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1057	Pearce	Carole	11/11/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1058	Pearce	John	11/17/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1059	Pearce	Jonathan	11/11/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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					project any more. Build it Now!"	
1060	Pease	Patrick	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1061	Peco	Kyle	11/13/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1062	Pence	Bert	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1063	Penn	Walt	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1064	Penridge	Nell	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35

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					and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#17 - Bus Transit #51 - MoPac Intersections
1065	Perales	Marisa	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1066	Perez	Jose	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1067	Perkins	Rick	11/6/15	Virtual Open House	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.	Comment noted. #12 - Direct Connectors at US 290 #17 - Bus Transit
1068	Perkins	Rick	11/11/15	Web Mail	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	Comment noted. #4 - Operational Configurations #9 - Bee Cave Road #38 - Air Quality

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					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.	
1069	Peschel	Randy	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1070	Peters	Pete	10/21/15	Web Mail	I would like to see the project completed with the maximum number of lanes in the shortest time and I am fine with making the project a tolled project	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW
1071	Peters	Pete	10/22/15	Virtual Open House	Two Express lanes downtown with direct connect ... the more lanes the better ... fine with it being a toll road	Comment Noted.
1072	Peterson	Dale L.	11/20/15	Mailed	In addition to any 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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
1073	Pflum	Margo & Bill	11/16/15	Email	In addition to any 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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
1074	Pickens	Matt	11/19/15	Web Mail	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1075	Pickhardt	Irene	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality

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					more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1076	Pieratt	John	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1077	Pietri	Stefano	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency'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 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1078	Pike	Mac	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1079	Pincus	Christina	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1080	Pingree	Dianne	11/20/15	Hand Delivered	Suggestions: Make I-30 free, not a toll way, for trucks 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	#47 - Removing Tolls from SH 130 as a Relief Route to I-35 #2 - Alternatives Considered

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					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 shown are acceptable!! Austin taxpayers must have a say in this matter!	#3 - Transportation Funding, the Mobility Authority & Tolling #23 - How Express Lanes benefit General Purpose Lane Traffic #52 - City of Austin Roadways #6 - Direct Connectors #4 - Operational Configurations #26 - NEPA Decision-making Process
1081	Pittman	Sam	11/7/15	Email	Pleasedemand that CTRMA and TxDOT back up and study the entire proposed SH 45 SW/South Mopac expansion toll loop. 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 Star 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.	#29 - 3 Projects should be Single Study #27 - The Environmental Study #45 - MoPac will become I-35 Bypass #47 - Removing Tolls from SH 130 as a Relief Route to I-35 #2 - Alternatives Considered #17 - Bus Transit #54 - Rail Transit #42 - Cumulative Impacts #40 - Parklands #30 - Water Quality #31 - Threatened & Endangered Species
1082	Plowman	Julie	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1083	Polacheck	Michael	11/19/15	Email	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 agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections

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1084	Policastro	Lisa	11/16/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1085	Polinard	Patti	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1086	Pollard	Hester	11/19/15	Email	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 Aquifer 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	#29 - 3 Projects should be Single Study #47 - Removing Tolls from SH 130 as Relief Route to I-35 #45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of I-35-MoPac Loop #25 - Concerns about Large Trucks #35 - Community Impacts #23 - How do Express Lanes Benefit General Purpose Lane Traffic #30 - Water Quality #40 - Parklands #31 - Threatened and Endangered Species #42 - Cumulative Impacts #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice

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					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,	
1087	Pollard	Sandra	11/10/15	Email	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.	#45 - MoPac will become I-35 Bypass #40 - Parklands #6 - Direct Connectors #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling
1088	Pollard	Warren	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1089	Pomerleau	Lilo	11/16/15	Web Mail	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. Please ensure the plan you choose support our public parkland use, green spaces and community values.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
1090	Pompa	Kristal	11/20/15	Mailed	In addition to any 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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
1091	Ponds	Devon	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1092	Pool	Leslie	11/20/15	Email	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 "that is, the larger MoPac South project and the State Highway 45 SW toll road	#26 - NEPA Decision-making Process #29 - 3 Projects should be Single Study

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					that will add tens of thousands of additional vehicles onto MoPac. As the chair of the Austin City Council'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 - 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. Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#22 - Traffic Impacts of a I-35-MoPac Loop #35 - Community Impacts #1 - Safety #40 - Parklands #30 - Water Quality #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #2 - Alternatives Considered #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1093	Porvaznik	Michael	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1094	Poteet	Aaron	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1095	Powdrill	Brent	11/17/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1096	Powell	Golden	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW

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					SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1097	Powers	Mike	11/20/15	Hand Delivered	I support 1) More mass transit!! 2) change toll lanes to HOV lanes 3) Make SH 130 alternative to I-35 rather than using MoPac and Hwy 45 for that purpose 4) Birth control - family planning. Population pressure drives demand for increased infrastructure, e.g. roads	#17 - Bus Transit #54 - Rail Transit #2 - Alternatives Considered #3 - Transportation Funding, the Mobility Authority & Tolling #47 - Removing Tolls from SH 130 as a Relief Route to I-35
1098	Powitzky	Christopher	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1099	Prado	Christiano	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1100	Prather	Laura	11/12/15	Email	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 Beee Caves Road. A double decker over Lady Bird Lake or two double decker wishbone bridges over MoPac at Beee 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	#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #32 - Vegetation & Wildlife #39 - Noise #34 - Light Pollution #40 - Parklands #35 - Community Impacts #27 - The Environmental Study #30 - Water Quality #3 - Transportation Funding, the Mobility Authority & Tolling

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					<p>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 than 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 aesthetically 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.</p>	<p>#2 - Alternatives Considered #17 - Bus Transit #18 - Consistency with CAMPO 2040 MTP #1 - Safety #15 - Bicycle & Pedestrian Facilities</p>
1101	Pratz	Barbara	11/20/15	Email	<p>Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.</p>	<p>#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections</p>

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1102	Pratz	Sarah	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1103	Prentice	James	11/18/15	Email	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. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#41 - Indirect Impacts (Induced Growth) #35 - Community Impacts #2 - Alternatives Considered #29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1104	Price	Deborah	10/22/15	Email	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 Star 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 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. 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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic

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					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.	
1105	Price	Tom	10/22/15	Email	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 Star 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 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. 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.	<p>#29 - 3 Projects should be Single Study</p> <p>#45 - MoPac will become I-35 Bypass/Keep MoPac Local</p> <p>#47 - Remove Tolls from SH 130 as Relief Route to I-35</p> <p>#54 - Rail Transit</p> <p>#2 - Alternatives Considered</p> <p>#51 - MoPac Intersections</p> <p>#46 - Extension of SH 45SW to I-35</p> <p>#22 - Traffic Impacts of a I-35-MoPac Loop</p> <p>#42 - Cumulative Impacts</p> <p>#40 - Parklands</p> <p>#31 - Threatened and Endangered Species</p> <p>#30 - Water Quality</p> <p>#32 - Vegetation & Wildlife</p> <p>#4 - Operational Configurations</p> <p>#3 - Transportation Funding, the Mobility Authority & Tolling</p> <p>#36 - Environmental Justice</p> <p>#25 - Concerns about Truck Traffic</p>
1106	Priddy	Cliff	11/12/15	Virtual Open House	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.	<p>Comment noted.</p> <p>#14 - Adding a 3rd Lane South of William Cannon Drive</p> <p>#51 - MoPac Intersections</p>
1107	Prochnick	Earl	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and	<p>#44 - Timing of MoPac South, MoPac Intersections & SH 45SW</p> <p>#1 - Safety</p> <p>#30 - Water Quality</p>

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					emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	
1108	Pryor	Dayne	11/20/15	Mailed	In addition to any 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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
1109	Puckett	Ty	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1110	Puig-Williams	Vanessa	11/20/15	Mailed	In addition to any 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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
1111	Puryear	Phyllis	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1112	Quade	Ross	11/8/15	Email	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 Star 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass #2 - Alternatives Considered #47 - Removing Tolls from SH 130 as a Relief Route to I-35 #17 - Bus Transit #54 - Rail Transit #42 - Cumulative Impacts #40 - Parklands #30 - Water Quality #31 - Threatened & Endangered Species #27 - The Environmental Study
1113	Quade	Ross	11/15/15	Virtual Open	I am extremely concerned these proposals do not include the environmental impact when hwy 45 will connect 35W to Mopac.	#45 - MoPac will become I-35 Bypass

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				House	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.	#27 - The Environmental Study #30 - Water Quality #40 - Parklands #37 - Visual & Aesthetics/CSS
1114	Quade	Ross	11/20/15	Hand Delivered	This Barton Hills Zilker Area is one of the most beautiful scenic and most attractive locations in this city. As a property owner, biz owner, 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 disturbed 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 and Mopac (HWY). Look at Local planning - fix I-35!! Mopac is a local regional road - KEEP IT THAT WAY!	#37 - Visual & Aesthetics/CSS #2 - Alternatives Considered #3 - Transportation Funding, the Mobility Authority & Tolling #2 - The Environmental Study #45 - MoPac will become I-35 Bypass
1115	Queralt	Alison	11/20/15	Mailed	In addition to any 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. It has been a joy to live in this community for 13 years. We love the Zilker area for it's green spaces and charm. We are acutely aware of the traffic challenges and needs of Austin due to growth. We would hope the city of austin would consider its beauty and charm as important as of traffic management. Time, education and research will ensure that we won't create more problems while trying to fix existing options. Elevated lanes are a noise, light and asthetic 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!	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts #39 - Noise #34 - Light Pollution
1116	Qunell	Jason	11/13/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1117	Qunell	Keri	11/13/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1118	Raab	Kris	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35

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					and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#17 - Bus Transit #51 - MoPac Intersections
1119	Race	David	11/18/15	Email	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 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#3 - Transportation Funding, the Mobility Authority & Tolling #45 - MoPac will become I-35 Bypass #47 - Removing Tolls from SH 130 as a Relief Route to I-35 #2 - Alternatives Considered #17 - Bus Transit #51 - MoPac Intersections
1120	Race	David	11/20/15	Hand Delivered	I oppose your plan to expand Mopac. Compromising our quality of live 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 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 adamantly against the Mopac expansion plan. Too expensive - too much pollution - too much degradation to our way of life.	#40 - Parklands #1 - Safety #35 - Community Impacts #28 - Purpose & Need #47 - Removing Tolls from SH 130 as a Relief Route to I-35 #27 - The Environmental Study
1121	Ragsdale	Sean	10/23/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Removing Tolling from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Large Trucks
1122	Ragusa	Jake	11/17/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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					latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	
1123	Ramey	Colleen	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1124	Ramirez	Michael	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1125	Ramos	Sarah	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1126	Rauls	Doug	11/19/15	Virtual Open House	Looks great. anything you can do to improve traffic in Austin is welcomed!	Comment Noted.
1127	Ravenscraft	Bruce	11/11/15	Virtual Open House	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.	#2 - Alternatives Considered #39 - Noise #32 - Vegetation & Wildlife
1128	Ravenscraft	Bruce	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality

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					Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1129	Rea	Clotilde	11/12/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
1130	Reburn	Clarissa	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit

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1131	Redington	Penny	10/31/15	Virtual Open House	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.	#51 - MoPac Intersections #32 - Vegetation & Wildlife #2 - Alternatives Considered #39 - Noise #35 - Community Impacts #27 - The Environmental Study #43 - Construction Impacts
1132	Reece	Ray	11/4/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
1133	Reece	Ray	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before	#29 - 3 Projects should be Single Study

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					building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1134	Reed	David	11/16/15	Virtual Open House	Really? An elevated freeway? Above Zilker? Nature center? NO!	#40 - Parklands #6 - Direct Connectors #4 - Operational Configurations
1135	Reed	Mary	11/3/15	Virtual Open House	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.	#6 - Direct Connectors #4 - Operational Configurations #15 - Bicycle & Pedestrian Facilities #27 - The Environmental Study #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
1136	Reed	Robin	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1137	Reese	Kim	11/20/15	Hand Delivered	If this project is completed as proposed, the already congested traffic downtown and 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 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 and 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 solution that will better preserve what we all love about Austin. Keep Mopac Local!	#20 - Impacts to Traffic Downtown #21 - Impacts to Traffic in Surrounding Neighborhoods #35 - Community Impacts #27 - The Environmental Study #40 - Parklands #2 - Alternatives Considered #45 - MoPac will become I-35 Bypass
1138	Reeser	Rose Ann	11/2/15	Web Mail	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.	#6 - Direct Connectors #4 - Operational Configurations #39 - Noise #37 - Visual & Aesthetics/CSS #2 - Alternatives Considered

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						#17 - Bus Transit #54 - Rail Transit #32 - Vegetation & Wildlife
1139	Regennitter	Natalie	11/20/15	Hand Delivered	I think that complete environmental studies that disclose the effects of extending highway need to be conducted and shared with the public so an 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 un-useable. 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 for outweighs the economic benefit the extended MoPac will provide. We need to search for an alternate solution.	#27 - The Environmental Study #26 - NEPA Decision-making Process #29 - 3 Projects should be Single Study #30 - Water Quality #40 - Parklands #2 - Alternatives Considered
1140	Reimers	Todd	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1141	Reinbach III	Max	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1142	Remington	Julia	11/20/15	Hand Delivered	I was recently flipping through our local paper and reviewing the options for MoPac South. I read the first four and through '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 preferred 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 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 no vote on the options provided. Consider more bike lanes, increased ride shares, painting HOV lanes, focusing on improving I-35 and making 130 free.	#40 - Parklands #30 - Water Quality #37 - Visual & Aesthetics/CSS #39 - Noise #35 - Community Impacts #2 - Alternatives Considered #15 - Bicycle & Pedestrian Facilities #47 - Removing Tolls from SH 130 as Relief Route to I-35
1143	Rendall	Allison	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1144	Reneau	Jason	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW

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					SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1145	Restivo	Michael	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1146	Rhoads	David	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1147	Ribble	John	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1148	Richards	Joel	11/5/15	Email	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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit

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					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 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. 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.	#2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
1149	Richardson	Anitra	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1150	Richey	Crispin	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections

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1151	Richey	Howie	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1152	Riddel	Ann	11/18/15	Email	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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass #22 - Traffic Impact of I-35-MoPac Loop #35 - Community Impacts
1153	Rider	Patsy	11/19/15	Email	I write to voice my opposition to any time 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 synch 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.	#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #32 - Vegetation & Wildlife #40 - Parklands #27 - The Environmental Study #30 - Water Quality
1154	Ridings	Richard	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1155	Ridlehuber	Robyn	11/20/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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					project any more. Build it Now!"	
1156	Ridley	Kerry	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1157	Rigsbee, P.E.	Ken	11/10/15	Web Mail	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.	Comment noted.
1158	Riley	Tim	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1159	Rindahl	Brock	11/20/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1160	Rindy	Dean	11/12/15	Virtual Open House	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.	Comment noted. #46 - Extension of SH 45SW to I-35
1161	Rinehart	F	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1162	Riojas	Rafael	11/10/15	Comment	Look at Bike Ped access between Convict Hill & Davis Lane. Will access be a long Violet Crown Trail or through Dick Nichols park. Access to Davis Lane not clear. Connection to shared use path *Incentivize people to ride the bus *Do the people that live along	#15 - Bicycle & Pedestrian Facilities

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				Form	Bus Route 111 know that it is there? Door hangers, post cards, etc.	#16 - Violet Crown Trail #17 - Bus Transit
1163	Ripperger-Suhler	Ken	11/18/15	Email	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.	#29 - 3 Projects should be Single Study #17 - Bus Transit #54 - Rail Transit #2 - Alternatives Considered
1164	Ritchie	Barbara	10/28/15	Virtual Open House	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.	#35 - Community Impacts #39 - Noise #20 - Impacts to Downtown Traffic #1 - Safety #32 - Vegetation & Wildlife #30 - Water Quality #27 - The Environmental Study
1165	Rittenhouse	Margaret	11/10/15	Email	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.	#29 - 3 Projects should be Single Study #47 - Removing Tolls from SH 130 as Relief Route to I-35 #2 - Alternatives Considered #17 - Bus Transit #40 - Parklands #30 - Water Quality #32 - Vegetation & Wildlife #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #45 - MoPac will become I-35 Bypass #37 - Visual & Aesthetics/CSS
1166	Ritts	John	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1167	Rivaldo	Alan	11/17/15	Virtual Open House	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	Comment noted.

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					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.	
1168	Rivera	Linda	11/7/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
1169	Rivera	Linda	11/20/15	Hand Delivered	Please consider alternatives to the negatives of tolls on south Mopac. Comprehensive plan needed. Non-tolling. None of the proposed.	#2 - Alternatives Considered #3 - Transportation Funding, the Mobility Authority & Tolling
1170	Rizzo	Jinee	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35

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					and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#17 - Bus Transit #51 - MoPac Intersections
1171	Robbins	Elaine	10/28/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
1172	Robbins	Elaine	11/8/15	Web Mail	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.	#40 - Parklands #39 - Noise #38 - Air Quality
1173	Robbins	Elaine	11/10/15	Comment Form	1) Since new lanes 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	#17 - Bus Transit #54 - Rail Transit #45 - MoPac will become I-35 Bypass/Keep MoPac Local #40 - Parklands #39 - Noise #38 - Air Quality
1174	Roberts	Bob	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1175	Roberts	Sue	11/19/15	Email	The traffic on MoPac from 183 to downtown is already horrific. You must allow extra time to travel to an appointment because	#3 - Transportation Funding, the Mobility Authority & Tolling

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					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 agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#36 - Environmental Justice #23 - How Express Lanes will benefit General Purpose Lane Traffic #29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1176	Roberts	Sue	11/20/15	Hand Delivered	Please keep MoPac local. Do not turn it into an alternative 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 TxDOT advisory committee recommendation to pay off the debt on SH 130 and make it toll free. Voters have given TxDOT money for non toll roads. Use some of money to pay off SH 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 wildflower center will be adversely impacted. So much of what we treasure will be impacted.	#45 - MoPac will become I-35 Bypass #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #2 - Alternatives Considered #46 - Extension of SH 45SW to I-35 #27 - The Environmental Study #30 - Water Quality #40 - Parklands
1177	Roberts McGee	Andrea	10/24/15	Email	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 Star 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 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. 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	#27 - The Environmental Study #37 - Visual & Aesthetics/CSS #25 - Concerns about Large Trucks #45 - MoPac will become I-35 Bypass #35 - Community Impacts #39 - Noise #29 - 3 Projects should be Single Study #2 - Alternatives Considered #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #54 - Rail Transit #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #25 - Concerns about Large Trucks #22 - Traffic Impacts of a I-35-MoPac Loop #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #42 - Cumulative Impacts #40 - Parklands #30 - Water Quality #31 - Threatened & Endangered Species

#	Last Name	First Name	Date	Method	Comment (verbatim)	Response
					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.	
1178	Roberts McGee	Andrea	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1179	Robertson	Claire	11/10/15	Comment Form	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.	#3 - Transportation Funding, the Mobility Authority & Tolling #2 - Alternatives Considered #36 - Environmental Justice #35 - Community Impacts #23 - How Express Lanes benefit General Purpose Lane Traffic
1180	Robinett	Travis	11/20/15	Email	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 agency'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. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1181	Robles	Joseph	10/22/15	Email	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 Star 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 CTRMA's piecemeal	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands

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					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.	#31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
1182	Robles	Joseph	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new 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!	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1183	Roche	David	11/13/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1184	Rodgers	Brian	11/20/15	Hand Delivered	Mopac is for Austin citizens and not IH 35 traffic. Its our inner city arterial hwy. Don't screw it up. The {unreadable} 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! Its the future - now!	#45 - MoPac will become I-35 Bypass #3 - Transportation Funding, the Mobility Authority & Tolling #47 - Removing Tolls from SH 130 as a Relief Route for I-35 #2 - Alternatives Considered
1185	Rodgers	Brian	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands

RESPONSES CAN BE FOUND IN THE RESPONSE COMMENT GUIDE FOR REVIEW.
 EACH COMMENT IN THIS TABLE HAS BEEN ASSIGNED A RESPONSE(S) NUMBER AS PRESENTED IN THE RESPONSE GUIDE.



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					Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1186	Roetman	Dennis	11/12/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1187	Rogers	Martha	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1188	Rogers	Tracey	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1189	Rohan	Edward	11/20/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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					project any more. Build it Now!"	
1190	Rollins	Michael	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1191	Romano	Lauren	11/11/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1192	Romell	Ariel	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1193	Rooney	John	10/22/15	Email	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 Star 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 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. 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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic

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					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.	
1194	Rooney	John	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1195	Roop	Kelsey	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1196	Rosenblad	Patricia	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1197	Rosenthal	Chip	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35

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					and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#17 - Bus Transit #51 - MoPac Intersections
1198	Rosenthal	Gayle	11/20/15	Mailed	In addition to any 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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
1199	Rosenthal	Oren	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1200	Ross	Jolene	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1201	Ross	Lauren	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections

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1202	Rothe	Gail	11/16/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
1203	Rothe	Gail	11/20/15	Hand Delivered	Pay off tolls on 130 - make that the I-35 bypass, not Mopac. Develop 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. Restripe MoPac south to create HOV lanes	#47 - Removing Tolls from SH 130 as a Relief Route to I-35 #2 - Alternatives Considered
1204	Rowsey	Jennifer	11/18/15	Email	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	#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #32 - Vegetation & Wildlife #39 - Noise #34 - Light Pollution #40 - Parklands #35 - Community Impacts #27 - The Environmental Study #30 - Water Quality #3 - Transportation Funding, the Mobility Authority & Tolling #2 - Alternatives Considered #17 - Bus Transit #18 - Consistency with CAMPO 2040 MTP #1 - Safety #15 - Bicycle & Pedestrian Facilities

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					<p>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 than 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 aesthetically 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.</p>	
1205	Ruff	Peter	11/20/15	Mailed	<p>RE: Please take action oppose toll, elevated lane expansion of Mopac and the connection of South Mopac to Interstate 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 MoPac south 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.</p>	<p>#45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 Traffic Impacts of a I-35-MoPac Loop #25 - Concerns about Large Trucks #35 - Community Impacts</p>
1206	Ruffino	Amy	11/17/15	Email	<p>According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"</p>	<p>#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality</p>
1207	Rufflo	Christine	11/20/15	Mailed	<p>Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the</p>	<p>#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands</p>

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					Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1208	Rung	Amy	11/16/15	Email	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.	#3 - Transportation Funding, the Mobility Authority & Tolling #6 - Direct Connectors #4 - Operational Configurations #40 - Parklands #32 - Vegetation & Wildlife #37 - Visual & Aesthetics/CSS #39 - Noise #27 - The Environmental Study #2 - Alternatives Considered #30 - Water Quality #35 - Community Impacts #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #25 - Concerns about Large Trucks
1209	Rung	Amy	11/16/15	Email	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.	#3 - Transportation Funding, the Mobility Authority & Tolling #6 - Direct Connectors #4 - Operational Configurations #40 - Parklands #32 - Vegetation & Wildlife #37 - Visual & Aesthetics/CSS #39 - Noise #27 - The Environmental Study #2 - Alternatives Considered #30 - Water Quality #35 - Community Impacts #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #25 - Concerns about Large Trucks
1210	Rung	Pete	11/16/15	Virtual Open House	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.	#6 - Direct Connectors #4 - Operational Configurations #40 - Parklands #34 - Light Pollution #39 - Noise #38 - Air Quality #1 - Safety #37 - Visual & Aesthetics/CSS #2 - Alternatives Considered
1211	Rush	Barbara	11/18/15	Email	Mopac South Public Comments DUE FRIDAY, NOVEMBER 20 Please take a minute to let your voice be heard on South MoPac	#29 - 3 Projects should be Single Study

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					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	#46 - Extension of SH 45SW to I-35 #45 - MoPac will become I-35 Bypass #25 - Concerns about Large Trucks #22 - Traffic Impacts of a I-35-MoPac Loop #27 - The Environmental Study #21 - Traffic Impacts to Surrounding Neighborhoods #20 - Impacts to Downtown Traffic #35 - Community Impacts #40 - Parklands #38 - Air Quality #30 - Water Quality #42 - Cumulative Impacts #6 - Direct Connectors #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #23 - How Express Lanes benefit General Purpose Lane Traffic #47 - Removing Tolls from SH 130 as Relief Route to I-35
1212	Rush	Barbara	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1213	Russell	John	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1214	Rutherford	Cyndi	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality

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					more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1215	Ryan	Katie	11/18/15	Email	In addition to any 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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
1216	Ryan	Zach	11/10/15	Comment Form	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.	Comment noted.
1217	Saba	Marie	11/20/15	Mailed	In addition to any 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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
1218	Samuelson	Jon	11/12/15	Email	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 Star 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 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. 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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic

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					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.	
1219	Sandidge	Evelise	10/22/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
1220	Sandidge	Evelise	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1221	Santana	Sonia	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW

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					SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1222	Save Our Springs	Save Our Springs	11/20/15	Hand Delivered	"PETITION SIGNED BY 676 INDIVIDUALS REPRESENTING SAVE OUR SPRINGS ALLIANCE." 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 1-35 through traffic to SH 130 as originally intended rather than convert MoPac into a second 1-35 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 1-35 to Cesar Chavez) and for an end to the improperly segmented and piecemeal approach currently being pursued. The SH 45 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	#29 - 3 Projects should be Single Study #3 - Transportation Funding, the Mobility Authority & Tolling #4 - Operational Configurations #47 - Removing Tolls from SH 130 as a Relief Route for I-35 #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #20 - Impacts to Downtown Traffic #5 - 1 Express Lane vs. 2 Express Lanes #27 - The Environmental Study #18 - Consistency with CAMPO 2040 MTP #19 - Current Travel Time Data #38 - Threatened and Endangered Species #41 - Indirect Impacts (Induced Growth) #42 - Cumulative Impacts #36 - Environmental Justice #21 - Impacts to Traffic in Surrounding Neighborhoods #23 - How do Express Lanes Benefit General Purpose Lane Traffic #2 - Alternatives Considered #28 - Purpose and Need #17 - Bus Transit #37 - Visual & Aesthetic/CSS #30 - Water Quality #14 - Adding a 3rd Lane South of William Cannon Drive #48 - General Public Involvement #26 - NEPA Decision-making Process #49 - Coordination with COA and Others #31 - Threatened & Endangered Species

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					<p>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/CTRMAff xDOT 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.</p> <p>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 1-35, 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</p>	

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					<p>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 1-35 to areas west of 1-35 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 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 endange_red 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</p>	

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					<p>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, 1-35, 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%20off%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://d2dtl5nnlpr0r.cloudfront.net/tti.tamu.edu/documents/7-496-I-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.</p> <p>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.</p>	

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					<p>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. 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 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</p>	

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					<p>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 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.</p> <p>SEE APPENDIX I FOR THE ATTACHMENTS TO THIS COMMENT.</p>	
1223	Sawvell	Jon	11/17/15	Email	<p>According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"</p>	<p>#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality</p>
1224	Saxon	David	11/18/15	Email	<p>According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"</p>	<p>#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality</p>
1225	Scanlan	Nancy	11/20/15	Email	<p>Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before</p>	<p>#29 - 3 Projects should be Single Study</p>

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					building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1226	Scarborough	Andrea	10/25/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
1227	Schatz	Nick	11/20/15	Hand Delivered	Study all of it before beginning any of it. There is already bad traffic around AHS and downtown don't make it worse. Safety of AHS students are going to be much more likely to be harmed by the increase in traffic. Also the amount of pollution, traffic pollution, in and around AHS. Also the Barton Springs salamander will be extremely endangered by this construction.	#29 - 3 Projects should be Single Study #20 - Impacts to Downtown Traffic #1 - Safety #35 - Community Impacts #27 - The Environmental Study #31 - Threatened & Endangered Species
1228	Schaub	Patricia	11/20/15	Hand Delivered	1) re: Austin HS access, whatever option is determined, part of the project should include increased and expanded pedestrian and bike access to the school so that more students can walk, bike and use transit to school. Local connectivity also will benefit with more ways to go between W. 5th and Cesar Chavez. 2) None of the options presented are satisfactory or acceptable. TxDOT and	#15 - Bicycle & Pedestrian Facilities #52 - City of Austin Roadways #2 - Alternatives Considered

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					CTRMA must study and present options that include expanded mass transit options and 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 with park and ride options and smart lanes needs to be the preferred option. 3) Please do not expand MoPac or build a "double decker" bridge and preserve the environment's green spaces and aquifer. 4) I live along the Cesar Chavez corridor (east of I-35) and we should seek out solutions to build and develop this corridor as livable space and slow down traffic through complete streets. The six options proposed will not help and will harm Cesar Chavez. I would like an option that includes redesigning Cesar Chavez west to east or east to west that integrates the schools, parks, hotels restaurants, bats and businesses as a walkable, bike able, corridor, instead of an exit ramp for MoPac and feeder road for 183 (east of I-35). Redesigning Cesar Chavez along these lines also will help break down the E-W divide at I-35.	#17 - Bus Transit #54 - Rail Transit #3 - Transportation Funding, the Mobility Authority & Tolling #41 - Indirect Impacts (Induced Growth) #6 - Direct Connectors #4 - Operational Configurations #32 - Vegetation & Wildlife #30 - Water Quality #20 - Impacts to Downtown Traffic
1229	Schaub	Patricia	11/20/15	Virtual Open House	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.	#15 - Bicycle & Pedestrian Facilities #52 - City of Austin Roadways #2 - Alternatives Considered #17 - Bus Transit #54 - Rail Transit #3 - Transportation Funding, the Mobility Authority & Tolling #41 - Indirect Impacts (Induced Growth) #6 - Direct Connectors #4 - Operational Configurations #32 - Vegetation & Wildlife #30 - Water Quality #20 - Impacts to Downtown Traffic
1230	Scheibeler	Robert	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections

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1231	Schenker	Melissa	11/19/15	Virtual Open House	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 its 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.	#6 - Direct Connectors #4 - Operational Configurations #20 - Impacts to Downtown Traffic #2 - Alternatives Considered #52 - City of Austin Roadways #37 - Visual & Aesthetics/CSS #3 - Transportation Funding, the Mobility Authority & Tolling #23 - How Express Lanes benefit General Purpose Lane Traffic #35 - Community Impacts #17 - Bus Transit #40 - Parklands #30 - Water Quality #26 - The NEPA Decision-making Process #46 - Extension of SH 45SW to I-35 #29 - 3 Projects should be Single Study #27 - The Environmental Study
1232	Schexnayder	Patrice	11/6/15	Email	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 pass-Ã© 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!	#45 - MoPac will become I-35 Bypass #25 - Concerns about Large Trucks #35 - Community Impacts #1 - Safety #21 - Impacts to Traffic in Surrounding Neighborhoods #37 - Visual & Aesthetics/CSS
1233	Schexnayder	Patrice	11/20/15	Email	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 agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1234	Schiefer	Thomas	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality

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					Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1235	Schissler	James	11/14/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1236	Scholten	Joss	11/20/15	Email	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 agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1237	Schott	Marcia	11/17/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1238	Schrader	Stef	11/10/15	Web Mail	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	#3 - Transportation Funding, the Mobility Authority & Tolling #23 - How Express Lanes benefit General Purpose Lane Traffic

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					need to the highest bidder. Shame on them. NO MORE TOLLS.	
1239	Schriner	Lance	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	<p>#29 - 3 Projects should be Single Study</p> <p>#44 - Timing of MoPac South, MoPac Intersections and SH 45SW</p> <p>#30 - Water Quality</p> <p>#40 - Parklands</p> <p>#2 - Alternatives Considered</p> <p>#22 - Traffic Impacts of a I-35-MoPac Loop</p> <p>#45 - MoPac will become I-35 Bypass/Keep MoPac Local</p> <p>#3 - Transportation Funding, the Mobility Authority & Tolling</p> <p>#36 - Environmental Justice</p> <p>#47 - Removing Tolls from SH 130 as Relief Route to I-35</p> <p>#17 - Bus Transit</p> <p>#51 - MoPac Intersections</p>
1240	Schrobilgen	Jodi	11/15/15	Email	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 Star 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 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. 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.	<p>#29 - 3 Projects should be Single Study</p> <p>#45 - MoPac will become I-35 Bypass/Keep MoPac Local</p> <p>#47 - Remove Tolls from SH 130 as Relief Route to I-35</p> <p>#54 - Rail Transit</p> <p>#2 - Alternatives Considered</p> <p>#51 - MoPac Intersections</p> <p>#46 - Extension of SH 45SW to I-35</p> <p>#22 - Traffic Impacts of a I-35-MoPac Loop</p> <p>#42 - Cumulative Impacts</p> <p>#40 - Parklands</p> <p>#31 - Threatened and Endangered Species</p> <p>#30 - Water Quality</p> <p>#32 - Vegetation & Wildlife</p> <p>#4 - Operational Configurations</p> <p>#3 - Transportation Funding, the Mobility Authority & Tolling</p> <p>#36 - Environmental Justice</p> <p>#25 - Concerns about Truck Traffic</p>
1241	Schrock	Kenneth	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this	<p>#44 - Timing of MoPac South, MoPac Intersections & SH 45SW</p> <p>#1 - Safety</p> <p>#30 - Water Quality</p>

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					project any more. Build it Now!"	
1242	Schroer	Claire	11/10/15	Email	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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
1243	Schutz	Nick	11/10/15	Comment Form	*terrible impact on springs *Horrible impact on traffic *Indangers AHS *access ramp near AHS *loosing culture	#30 - Water Quality #23 - How Express Lanes benefit General Purpose Lane Traffic #1 - Safety #35 - Community Impacts
1244	Schwartz	William	11/19/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1245	Sclerandi	Lonnie	11/5/15	Email	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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass #2 - Alternatives Considered #17 - Bus Transit #54 - Rail Transit #47 - Removing Tolls from SH 130 as a Relief Route for I-35 #51 - MoPac Intersections

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					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 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. 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	#46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #25 - Concerns about Large Trucks #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #42 - Cumulative Impacts #27 - The Environmental Study #40 - Parklands #35 - Community Impacts #30 - Water Quality #31 - Threatened & Endangered Species
1246	Scott	Alma	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1247	Scott	Catherine	11/16/15	Email	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 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. Please ensure the plan you choose support our public parkland use, green spaces and community values.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts #9 - Bee Cave Road #11 - Loop 360
1248	Scott	Catherine	11/16/15	Email	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.	#6 - Direct Connectors #4 - Operational Configurations #9 - Bee Cave Road #35 - Community Impacts

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					Current plans concern me the egress 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.	#5 - 1 Express Lane vs. 2 Express Lanes
1249	Scott	Cile	11/17/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1250	Scott	Colly	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1251	Scott	Dorinda	10/22/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
1252	Scott	Dorinda	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before	#29 - 3 Projects should be Single Study

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					building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1253	Scott	John	11/7/2015	Web Mail	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.	#14 - Adding a 3 rd Lane south of William Cannon Drive
1254	Scott	Marietta	11/17/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1255	Scott	Shaesby	11/16/15	Email	In addition to any 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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
1256	Scott	Wally	11/17/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1257	Seaberg	Shawn	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1258	Seiders	Emily	11/20/15	Mailed	In addition to any 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	#6 - Direct Connectors #2 - Alternatives Considered

#	Last Name	First Name	Date	Method	Comment (verbatim)	Response
					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.	#4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
1259	Seiders	Emily & Rick	11/18/15	Email	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.	#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #39 - Noise #34 - Light Pollution #35 - Community Impacts #40 - Parklands #2 - Alternatives Considered #18 - Consistency with CAMPO 2040 MTP #3 - Transportation Funding, the Mobility Authority & Tolling #54 - Rail Transit #32 - Vegetation & Wildlife
1260	Seiders	Emily & Rick	11/18/15	Email	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.	#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #39 - Noise #34 - Light Pollution #35 - Community Impacts #40 - Parklands #2 - Alternatives Considered #18 - Consistency with CAMPO 2040 MTP #3 - Transportation Funding, the Mobility Authority & Tolling #54 - Rail Transit #32 - Vegetation & Wildlife
1261	Senn	Joanne	11/15/15	Email	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.	#29 - 3 Projects should be Single Study #27 - The Environmental Study #2 - Alternatives Considered #40 - Parklands #28 - Purpose & Need
1262	Sevin	Jude	11/13/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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1263	Shaffer	Dustin	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1264	Shaheen	Becky	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1265	Shands	Hill	11/19/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1266	Shands	Rob	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1267	Shanghvi	Urmi	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit

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1268	Shannon	Brooke	11/17/15	Email	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.	#51 - MoPac Intersections #6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
1269	Shannon	Sam	11/17/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1270	Shapiro	Arye	11/20/15	Email	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 agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1271	Shapiro	Stacy	11/20/15	Mailed	In addition to any 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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
1272	Sharp	Susan	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit

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						#51 - MoPac Intersections
1273	Shartle	Gretchen Lara	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1274	Shaughnessy	Tim	11/16/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1275	Shaukat	Aamer	11/18/15	Email	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 agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1276	Shaw	Kelly	11/17/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1277	Shaw	Steven	11/10/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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					latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	
1278	Shea	Brigid	11/20/15	Email	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. In 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.	#29 - 3 Projects should be Single Study #2 - Alternatives Considered #35 - Community Impacts #20 - Impacts to Downtown Traffic #40 - Parklands #30 - Water Quality #27 - The Environmental Study
1279	Shea	Brigid	11/20/15	Hand Delivered	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 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.	#29 - 3 Projects should be Single Study #46 - Extension of SH 45SW to I-35 #47 - Removing Tolls from SH 130 as a Relief Route for I-35 #2 - Alternatives Considered #3 - Transportation Funding, the Mobility Authority & Tolling
1280	Sheehan	Molly	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1281	Shepperd	Robin	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections

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1282	Sherwin	Robin	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1283	Shields	Chris	11/19/15	Virtual Open House	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.	Comment noted.
1284	Shin	Chong	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1285	Shirazi	Reza	10/31/15	Virtual Open House	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.	Comment noted.
1286	Shirazi	Reza	11/20/15	Virtual Open House	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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
1287	Shocket	Louis	11/19/15	Email	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	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling

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					independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections #25 - Concerns about large trucks
1288	Shore	Robert	11/20/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1289	Shores	Blake	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1290	Short	Caleb	11/20/15	Hand Delivered	degradation of Austin culture. Pollution. Ridiculous amount of money. Dangerous for AHS. More traffic. Harms the Barton springs Salamander.	#35 - Community Impacts #27 - The Environmental Study #1 - Safety #31 - Threatened & Endangered Species
1291	Shorter	S.C.	11/20/15	Virtual Open House	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.	Comment noted.
1292	SiMillo	Karen	11/20/15	Hand Delivered	1) Include and study stripes on Mopac for HOV rush hour lanes. Make 130 toll free to relieve I-35 traffic. 2) High tolls at rush hour will just push traffic on to S. Lamar 3) Study and 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, park and ride and HOV lanes are a much cheaper alternative. 6) Take toll off 130 to bypass IH 35 7) our city council and county commissioners are not for the plans for double decker toll road - so why can't the people make the decisions?	#2 - Alternatives Considered #47 - Removing Tolls from SH 130 as a Relief Route for I-35 #23 - How Express Lanes benefit General Purpose Lane Traffic #1 - Safety #35 - Community Impacts #40 - Parklands #30 - Water Quality #17 - Bus Transit #26 - NEPA Decision-making Process
1293	Simmons	Dudley	11/17/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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					build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	
1294	Simons	James	11/20/15	Hand Delivered	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.	Comment noted.
1295	Simons	Nancy	10/22/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
1296	Simons	Nancy	11/20/15	Hand Delivered	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 lose will be nearly impossible to regain. We must start giving thought to unintended consequences.	#27 - The Environmental Study #26 - NEPA Decision-making Process
1297	Singleton	Diane	11/12/15	Email	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 Star 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 CTRMA's piecemeal	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands

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1298	Sivley	Steve	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1299	Skinner	Jose	11/20/15	Mailed	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1300	Smigel	Jacob	11/7/15	Email	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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections

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					sharing, and transit options, and moving forward with the Lone Star 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 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. 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.	#46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
1301	Smiley	Martha	11/19/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1302	Smith	Bryan	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1303	Smith	Carol Lynne	11/19/15	Email	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 agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35

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					Committee plan to relieve I-35 congestion by making SH 130 and SH 45 SE free. Let's make the I-35 bypass we already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#17 - Bus Transit #51 - MoPac Intersections
1304	Smith	Ellen	11/9/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
1305	Smith	Erika	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1306	Smith	Hank	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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					emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	
1307	Smith	Heidi	11/20/15	Mailed	In addition to any 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. 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. Consideration of environmental, aesthetic and traffic overflow impact must be a priority. If the traffic can be improved without elevate dlanes - 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/impact 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 and no elevation"	#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #32 - Vegetation & Wildlife #40 - Parklands #35 - Community Impacts #27 - The Environmental Study
1308	Smith	Jeff	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1309	Smith	Kathleen	11/20/15	Web Mail	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.	#1 - Safety #20 - Impacts to Downtown Traffic
1310	Smith	Robert	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1311	Smith	Shelley	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop

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					benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1312	Smith	Sterling	11/20/15	Virtual Open House	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!	#6 - Direct Connectors #4 - Operational Configurations #27 - The Environmental Study #40 - Parklands
1313	Smith	Sterling	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1314	Sofikitis	Chloe	11/19/15	Email	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 Aquifer 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	#29 - 3 Projects should be Single Study #47 - Removing Tolls from SH 130 as Relief Route to I-35 #45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of I-35-MoPac Loop #25 - Concerns about Large Trucks #35 - Community Impacts #23 - How do Express Lanes Benefit General Purpose Lane Traffic #30 - Water Quality #40 - Parklands #31 - Threatened and Endangered Species #42 - Cumulative Impacts #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice

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					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,	
1315	Soper	Molly	11/19/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1316	Southers	Randy	10/22/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
1317	Southers	Randy	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local

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					benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1318	Sparks	Stacy	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1319	Spears	Berry	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1320	Speitel	Gerald	11/16/15	Virtual Open House	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.	#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #39 - Noise #34 - Light Pollution #35 - Community Impacts #32 - Vegetation & Wildlife
1321	Spencer	Kyle	11/11/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1322	Spindlet	James	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local

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					benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1323	Spinks	Sue Ann	11/12/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1324	Spiro	Amy	11/7/15	Virtual Open House	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 safely 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.	#9 - Bee Cave Road #2 - Alternatives Considered #3 - Transportation Funding, the Mobility Authority & Tolling
1325	Springer	Steve	11/20/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1326	Sproull	Iain	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1327	Sprute	Dana	10/27/15	Email	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 Star 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 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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species

RESPONSES CAN BE FOUND IN THE RESPONSE COMMENT GUIDE FOR REVIEW.
 EACH COMMENT IN THIS TABLE HAS BEEN ASSIGNED A RESPONSE(S) NUMBER AS PRESENTED IN THE RESPONSE GUIDE.



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					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.	#30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
1328	Stacy	Tom	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1329	Stager	Laura	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1330	Staha	John L.	11/20/15	Mailed	In addition to any 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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
1331	Standifer	Mary	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands

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1332	Stauch	Andrew	11/20/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1333	Steans	Ryan	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1334	Steed	Taylor	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1335	Stephens	Rachel	11/18/15	Email	In addition to any 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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
1336	Stephens	Thelma	11/20/15	Mailed	RE: Please take action oppose toll, elevated lane expansion of Mopac and the connection of South Mopac to Interstate 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 MoPac south 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	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #25 - Concerns about Large Trucks

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					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.	#35 - Community Impacts
1337	Stephenson	Robert	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1338	Stevens	Christine	11/13/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1339	Stevens	Jean	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1340	Stewart	Donna	11/19/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1341	Stidham	Chaille	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered

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					Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1342	Stone	Jackie	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1343	Storm	Lynne	11/20/15	Hand Delivered	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.	#6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS
1344	Stotts	Kristi	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1345	Strait	Robert	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1346	Strecker	Barbara	11/18/15	Email	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 TxDOT'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. Let'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.	#47 - Removing Tolls from SH 130 as a Relief Route for I-35 #2 - Alternatives Considered #17 - Bus Transit #51 - MoPac Intersections #29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45 SW #30 - Water Quality #40 - Parklands #45 - MoPac will become I-35 Bypass

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					The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the 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.	#23 - How Express Lanes benefit General Purpose Lane Traffic #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice
1347	Street	Andrea	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1348	Strickland	Steve	11/18/15	Web Mail	Please do what ever you can to build an infrastructure that will support the future traffic needs!	Comment noted.
1349	Strong	Wade	11/10/15	Comment Form	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.	Comment noted.
1350	Sullivan	Dave	11/20/15	Hand Delivered	North-south movement of bicyclists and pedestrians in the MoPac south corridor is very important to maintain. Many non-motorized commuters cross Lady Bird Lake at Mopac. This includes persons going to and from work, but also to and from Zilker Park, Barton Springs, deep eddy pool, etc. Non-motorized travel in this corridor should be preserved to whatever extent possible as work on Mopac is performed.	#15 - Bicycle & Pedestrian Facilities #43 - Construction Impacts
1351	Sullivan	Ruth	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1352	Sutherland	Carmen	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit

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						#51 - MoPac Intersections
1353	Swift	Anne	11/16/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1354	Swift	Doug	11/16/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1355	Switzer	Jon	11/17/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1356	Swor	Amanda	11/16/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1357	Szebehely	Jo	11/20/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1358	Tabor	Catherine	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local

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					making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1359	Tagle	Kelly	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1360	Talley	Monroe	11/20/15	Hand Delivered	Do studies to determine the best ideas for community not focus on out-of-town traffic. We don't want a re-route of I-35 down the Mopac!	#27 - The Environmental Study #45 - MoPac will become I-35 Bypass
1361	Tankard	Elaine	11/10/15	Web Mail	None of the proposed alternatives for the express lanes is acceptable to me. Poorly conceptualized project to begin with. Don't build MoPac South!	Comment noted.
1362	Tankard	Elaine	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1363	Tatum	Vickie	11/18/15	Email	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.	#6 - Direct Connectors #4 - Operational Configurations #35 - Community Impacts
1364	Taylor	C. J.	11/12/15	Email	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 Star 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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts

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					interstate traffic. 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. 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.	#40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
1365	Taylor	Cheyenne	11/13/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1366	Taylor	Julia	11/17/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1367	Taylor	Ross	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1368	Taylor	Tim	11/20/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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					project any more. Build it Now!"	
1369	Team	Linda	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1370	Tendler	Stu	11/19/15	Email	In addition to any 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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
1371	Terkel	Tom	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1372	Terpening	Dan	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1373	Texans Against Tolls	Texans Against Tolls	11/12/15	Email	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 Star 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 CTRMA's piecemeal	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species

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					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.	#30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
1374	Texans Against Tolls	Texans Against Tolls	11/19/15	Email	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, Mo Pac 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 Aquifer 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 hikebike trails, and essentially over Austin High School. The current plan to build out MoPac Loop I 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 ask 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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
1375	Texans Against Tolls	Texans Against Tolls	11/20/15	Fax	"PETITION SIGNED BY 77 INDIVIDUALS REPRESENTING TEXANS AGAINST TOLLS" 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:	#29 - 3 Projects should be Single Study #47 - Removing Tolls from SH 130 as Relief Route to I-35

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					<p>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.</p> <p>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.</p> <p>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 Aquifer 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.</p> <p>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, SEE APPENDIX I FOR ATTACHMENT TO THIS COMMENT.</p>	<p>#45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of I-35-MoPac Loop #25 - Concerns about Large Trucks #35 - Community Impacts #23 - How do Express Lanes Benefit General Purpose Lane Traffic #30 - Water Quality #40 - Parklands #31 - Threatened and Endangered Species #42 - Cumulative Impacts #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice</p>
1376	Thakkar	Rachit	11/19/15	Email	<p>Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.</p>	<p>#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Toll from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections</p>
1377	Thawley	Brad	11/20/15	Mailed	<p>RE: Please take action oppose toll, elevated lane expansion of Mopac and the connection of South Mopac to Interstate 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 MoPac south 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</p>	<p>#45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #25 - Concerns about Large Trucks #35 - Community Impacts</p>

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					worse, not better for current Mopac commuters, including Rollingwood residents. Thank you for your consideration.	
1378	Thayer	Thomas	11/20/15	Hand Delivered	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 and 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 and 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 of MoPac and the river. Any improvements should fit in with the current single deck of traffic. SH 130 should be the alternate for I-35, not MoPac.	#2 - Alternatives Considered #3 - Transportation Funding, the Mobility Authority & Tolling #17 - Bus Transit #5 - 1 Express Lane vs 2 Express Lanes #22 - Traffic Impacts of a I-35-MoPac Loop #46 - Extension of SH 45SW to I-35 #6 - Direct Connectors #4 - Operational Configurations #47 - Removing Tolls from SH 130 as a Relief Route for I-35
1379	Thayer	Tom	11/19/15	Virtual Open House	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.	#15 - Bicycle & Pedestrian Facilities #16 - Violet Crown Trail #6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #2 - Alternatives Considered
1380	Thayer	Tom	11/19/15	Email	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 he project such as double deck lanes through Zilker Park and over the Lake.	#15 - Bicycle & Pedestrian Facilities #16 - Violet Crown Trail
1381	Thayer	Tom	11/19/15	Web Mail	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	#15 - Bicycle & Pedestrian Facilities #16 - Violet Crown Trail #6 - Direct Connectors #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #2 - Alternatives Considered

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					express lanes and main lanes allowing for easier access between the two. Restriping and soft posts can be used to separate the lanes.	
1382	Thees	Steffany	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1383	Theriot	Colleen	11/18/15	Email	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 agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 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.	#32 - Vegetation & Wildlife #35 - Community Impacts #45 - MoPac will become I-35 Bypass #29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections & SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #3 - Transportation Funding, the Mobility Authority & Tolling #23 - How Express Lanes benefit General Purpose Lane Traffic #36 - Environmental Justice #47 - Removing Tolls from SH 130 as a Relief Route for I-35 #17 - Bus Transit #51 - MoPac Intersections #54 - Rail Transit
1384	Therrell	Ryan	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1385	Thomas	Jay	11/20/15	Hand Delivered	#1 priority - fix I35 - as is. Expansion of I35 - other than 130 is not a solution. Study results of other city solutions that focused only on more lanes and toll. If you need suggested study sites... contact me. Don't let road building business define solutions (toll trolls). Study HOV mentality - transit, HOV lanes, free toll. Study how 130 (built) can better serve Austin.	#47 - Removing Tolls from SH 130 as a Relief Route to I-35 #2 - Alternatives Considered #3 - Transportation Funding, the Mobility Authority & Tolling #17 - Bus Transit #54 - Rail Transit
1386	Thomas	Tracy	11/20/15	Hand Delivered	Please do a comprehensive study before proceeding. Allow a vote. No 18 wheelers on MoPac. Make SH 130 free for thru 18 wheelers. Protect our green space, our springs, the peace of our 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 alternate transportation.	#27 - The Environmental Study #25 - Concerns about Large Trucks #47 - Removing Tolls from SH 130 as a Relief Route for I-35

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						#32 - Vegetation & Wildlife #30 - Water Quality #35 - Community Impacts #37 - Visual & Aesthetics/CSS #3 - Transportation Funding, the Mobility Authority & Tolling #2 - Alternatives Considered #15 - Bicycle & Pedestrian Facilities #17 - Bus Transit #54 - Rail Transit
1387	Thompson	David	11/5/15	Virtual Open House	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.	#39 - Noise
1388	Thompson	David	11/10/15	Comment Form	2 Lanes & Elevated exit make the only sense.	Comment Noted.
1389	Thompson	Greg	11/10/15	Comment Form	All of the options seem to be a 1950's 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, multimedial 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 out quality of life. However, it appears TxDOT & CAMPO are determined to expand S. MOPAC for cars, and I am sure they will, unfortunately.	#2 - Alternative Considered #15 - Bicycle & Pedestrian Facilities #17 - Bus Transit #54 - Rail Transit
1390	Thompson	Mike	11/20/15	Hand Delivered	1) toll roads to 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 are 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 and structures impacted, will only result in failure long term. 5) Flowing traffic and 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 costly, 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 delivery of goods and services, construction, EMS, etc. I have grave concerns about impact on parks, recreational facilities and resources; Zilker Park, water front activities and businesses.	#3 - Transportation Funding, the Mobility Authority & Tolling #23 - How Express Lanes benefit General Purpose Lane Traffic #26 - NEPA Decision-making Process #1 - Safety #15 - Bicycle & Pedestrian Facilities #40 - Parklands
1391	Thompson	Paul	11/4/15	Email	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 Star 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 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. 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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling

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					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.	#36 - Environmental Justice #25 - Concerns about Truck Traffic
1392	Throckmorton	Todd	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1393	Timmermann	Marie	11/20/15	Mailed	In addition to any 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 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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts #39 - Noise #34 - Light Pollution
1394	Tindle	Jeff	11/4/15	Virtual Open House	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.	Comment noted.
1395	Todd	Wendy	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit

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						#51 - MoPac Intersections
1396	Tollett	Blake	11/2/15	Virtual Open House	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.	#6 - Direct Connectors #4 - Operational Configurations #45 - MoPac will become I-35 Bypass
1397	Toming	Rhonda	11/20/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1398	Towles	Donald	11/10/15	via Court Reporter	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.	Comment noted.
1399	Townsend	Jeff	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1400	Trim	Lisa	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1401	Triplett	Rick	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1402	Tripp	Pace	11/17/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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					emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	
1403	Tristan	Dani	11/20/15	Virtual Open House	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 a lot 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!!	Comment noted.
1404	Tse	Amanda	11/5/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
1405	Turner	Brandon	11/4/15	Virtual Open House	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 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	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #40 - Parklands #18 - Consistency with CAMPO 2040 MTP #35 - Community Impacts #30 - Water Quality #15 - Bicycle & Pedestrian Facilities #27 - The Environmental Study

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					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!	
1406	Turner	Robert	11/13/15	Email	In addition to any 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 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.	#6 - Direct Connectors #4 - Operational Configurations #40 - Parklands #37 - Visual & Aesthetics/CSS #32 - Vegetation & Wildlife #35 - Community Impacts
1407	Turpin	James	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1408	Tyler	Eric	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1409	Umstatt	Hale	11/17/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1410	Unbehagen	Ashley	11/19/15	Email	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 agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local

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					lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1411	Unbehagen	Ashley	11/20/15	Hand Delivered	Go back to the drawing board. None of these 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 risk making this situation worse.	#1 - Safety #20 - Impacts to Downtown Traffic
1412	Urdaneta	Maria-Luisa	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1413	V.	Steve	11/20/15	Mailed	RE: Please take action oppose toll, elevated lane expansion of Mopac and the connection of South Mopac to Interstate 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 MoPac south 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.	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #25 - Concerns about Large Trucks #35 - Community Impacts
1414	Van Dyk	Katie	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1415	Van Gilder	Jennifer	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1416	Van Sickle	Sally	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before	#29 - 3 Projects should be Single Study

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					building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1417	van Sitteren	Jac.	10/23/15	Email	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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
1418	van Zanten	Catherine	10/22/15	Email	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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts

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					interstate traffic. 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. 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.	#40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
1419	VanderMeulen	Elizabeth	11/20/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1420	Varon	Alberto	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1421	Vay	Jaclyn	10/28/15	Email	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 Star 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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts

#	Last Name	First Name	Date	Method	Comment (verbatim)	Response
					interstate traffic. 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. 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.	#40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
1422	Vay	Jaelyn	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1423	Vecera	Carter	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1424	Vecera	Kelli	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1425	Vega	Zoila	10/15/15	Web Mail	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.	#32 - Vegetation & Wildlife #49 - Coordination with COA and Others

RESPONSES CAN BE FOUND IN THE RESPONSE COMMENT GUIDE FOR REVIEW.
 EACH COMMENT IN THIS TABLE HAS BEEN ASSIGNED A RESPONSE(S) NUMBER AS PRESENTED IN THE RESPONSE GUIDE.



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1426	Velasquez	Melissa	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1427	Vincent	Josh	11/20/15	Hand Delivered	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 proposed raise further questions about transparency, accountability and whether this project 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 merely a priority according to TxDOT and own Blue Ribbon Advisory council. Please consider this more carefully and only invest our limited transportation dollars in projects that actually benefit the community.	#2 - Alternatives Considered #40 - Parklands #37 - Visual & Aesthetics/CSS #27 - The Environmental Study #47 - Removing Tolls from SH 130 as a Relief Route to I-35
1428	Vineyard	Maggie	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1429	Volk	Will	11/11/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1430	Von Dohlen	Chris	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit

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1431	Voss	Jennifer	11/17/15	Virtual Open House	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	#51 - MoPac Intersections #45 - MoPac will become I-35 Bypass #44 - Timing of MoPac South, MoPac Intersections & SH 45SW #40 - Parklands #39 - Noise #22 - Traffic Impacts of a I-35-MoPac Loop #46 - Extension of SH 45SW to I-35 #29 - 3 Projects should be Single Study #47 - Removing Tolls from SH 130 as a Relief Route for I-35 #2 - Alternatives Considered #3 - Transportation Funding, the Mobility Authority & Tolling #17 - Bus Transit
1432	Voss	Jennifer	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1433	Waddell	Greig	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1434	Wade	Mary N.	11/20/15	Mailed	In addition to any 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	#6 - Direct Connectors #2 - Alternatives Considered

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					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. This seems reasonable and should be seriously considered.	#4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
1435	Waits	Kathleen	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1436	Walch	Terry	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1437	Waldman	Abbe	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1438	Waldron	Mary Pat	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered

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					Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1439	Waley	Roy	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. 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	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1440	Walker	Heyden	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1441	Walker	Heyden	11/20/15	Hand Delivered	Do not connect MoPac to I35. SH 130 was supposed to be the I-35 bypass. Pay off SH 130 so it can be the bypass we were told it would be. Study striping an HOV lane. Faster, cheaper, better. We need good bus service in S. Austin. Build park and rides to make transit work. The citizens of Austin deserve a say in these decisions - something beyond having our comments recorded for posterity.	#45 - MoPac will become I-35 Bypass #47 - Removing Tolls from SH 130 as a Relief Route for I-35 #2 - Alternatives Considered #17 - Bus Transit #26 - NEPA Decision-making Process
1442	Wallace	Ed	11/20/15	Hand Delivered	Make SH 130 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 SH 45 to I-35.	#47 - Removing Tolls from SH 130 as a Relief Route for I-35 #2 - Alternatives Considered #3 - Transportation Funding, the Mobility Authority & Tolling #1 - Safety #52 - City of Austin Roadways #46 - Extension of SH 45SW to I-35
1443	Wallace	Kimberly	11/17/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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					build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	
1444	Wallace	Todd	11/17/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1445	Wallis	Patricia and Ted	11/20/15	Virtual Open House	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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
1446	Walls	Clyde	11/9/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1447	Wanek	Megan	11/16/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1448	Ward	Bob	11/20/15	Virtual Open House	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	Comment noted. #15 - Bicycle & Pedestrian Facilities #9 - Bee Cave Road

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					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.	
1449	Ward	DeLaine	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1450	Ward	Karen	11/10/15	Comment Form	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 downtown. With all the people moving to Austin daily, we need more capacity!!!	Comment noted.
1451	Ward	Karen	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1452	Ward	Tommy	11/19/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1453	Watts	Eric	11/1/15	Virtual Open House	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	#40 - Parklands #6 - Direct Connectors #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #28 - Purpose & Need #35 - Community Impacts #39 - Noise #15 - Bicycle & Pedestrian Facilities #2 - Alternatives Considered

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					<p>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!</p>	<p>#17 - Bus Transit #54 - Rail Transit #36 - Environmental Justice #23 - How Express Lanes benefit General Purpose Lane Traffic #27 - The Environmental Study</p>
1454	Watts	Eric	11/1/15	Email	<p>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!</p>	<p>#40 - Parklands #6 - Direct Connectors #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #28 - Purpose & Need #35 - Community Impacts #39 - Noise #15 - Bicycle & Pedestrian Facilities #2 - Alternatives Considered #17 - Bus Transit #54 - Rail Transit #36 - Environmental Justice #23 - How Express Lanes benefit General Purpose Lane Traffic #27 - The Environmental Study</p>
1455	Watts	Eric	11/12/15	Email	<p>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'</p>	<p>#45 - MoPac will become I-35 Bypass</p>

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					<p>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 will 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. 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 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 than 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</p>	<p>#22 - Traffic Impact of a I-35-MoPac Loop #17 - Bus Transit #54 - Rail Transit #3 - Transportation Funding, the Mobility Authority & Tolling #2 - Alternatives Considered #20 - Impacts to Downtown Traffic #37 - Visual & Aesthetics/CSS #40 - Parklands #6 - Direct Connectors #6 - Operational Configurations #28 - Purpose & Need #35 - Community Impacts #39 - Noise #15 - Bicycle & Pedestrian Facilities #36 - Environmental Justice #23 - How Express Lanes benefit General Purpose Lane Traffic #27 - The Environmental Study</p>

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					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.	
1456	Watts	Eric	11/20/15	Mailed	RE: Please take action oppose toll, elevated lane expansion of Mopac and the connection of South Mopac to Interstate 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 MoPac south 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.	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #25 - Concerns about Large Trucks #35 - Community Impacts
1457	Weatherford	Trudie	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1458	Weaver	Billy	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1459	Weber	Jesse	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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					emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	
1460	Webster	Alexis	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1461	Webster	Pattie Cabrera	11/6/15	Virtual Open House	Please build two lanes each direction.	Comment Noted.
1462	Weed	Betty	11/20/15	Hand Delivered	Only one toll lane. No double deck over Lady Bird Lake. No connection to I-35!	#5 - 1 Express Lane vs. 2 Express Lanes #6 - Direct Connectors #4 - Operational Configurations #45 - MoPac will become I-35 Bypass
1463	Weed	Betty	11/20/15	Email	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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass
1464	Wehmeier	Susan and Rik	11/6/15	Email	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.	#40 - Parklands #45 - MoPac will become I-35 Bypass
1465	Weiler	Shirley	11/20/15	Hand Delivered	I am already horrified at how the large barrier walls block off near west Austin for 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 and town lake (aka lady bird lake) beautiful and quiet. No double decker roads over MoPac!! Toll roads may make things worse for the core Austinites. We already pay high land taxes for the privilege of living close in! HOVs (not toll roads) during high traffic times. Take overflow off IH 35 and put it on already existing toll roads! Make it free for truckers going across Texas, not bringing them to W. Austin!	#39 - Noise #3 - Transportation Funding, the Mobility Authority & Tolling #54 - Rail Transit #45 - MoPac will become I-35 Bypass #46 - Extension of SH 45SW to I-35 #40 - Parklands #37 - Visual & Aesthetics/CSS #2 - Alternatives Considered #47 - Removing Tolls from SH 130 as Relief Route to I-35 #25 - Concerns about Large Trucks
1466	Weisman	Dale	11/19/15	Email	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	#3 - Transportation Funding, the Mobility Authority & Tolling #2 - Alternatives Considered #36 - Environmental Justice #23 - How Express Lanes benefit General Purpose Lane Traffic #45 - MoPac will become I-35 Bypass #30 - Water Quality #27 - The Environmental Study #26 - NEPA Decision-making Process

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					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.	
1467	Welch	Erin	11/20/15	Web Mail	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 led 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!	Comment noted. #17 - Bus Transit #54 - Rail Transit
1468	Welch	Kerri	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new 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!!!!	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1469	Welch	Matt	11/11/15	Virtual Open House	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 significantly 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	#40 - Parklands #35 - Community Impacts #22 - Traffic Impacts of a I-35-MoPac Loop #2 - Alternatives Considered #17 - Bus Transit #41 - Indirect Impacts (Induced Growth) #28 - Purpose & Need
1470	Weller	Lauc	11/20/15	Hand Delivered	It is critical to study the full potential impacts of all the proposed alternatives - and to include an open public participation and comment process. Failure to take action before this study and 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 useable options for all modes and that discontinues our sprawling.	#27 - The Environmental Study #26 - NEPA Decision-making Process #48 - General Public Involvement
1471	Wenzel	Jennifer	11/19/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1472	Werbner	Stuart	11/11/15	Email	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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35

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					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 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. 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.	#54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
1473	Werbner	Stuart	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1474	Werbner	Stuart	11/20/15	Hand Delivered	Local solutions for local traffic (as opposed to Lexus lanes 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 Austinite. MoPac is/was intended to be a local highway for Austin and its most immediate suburbs. I don't want to see it made into an I-35 i.e. an interregional highway. It would be counterproductive to add more traffic to north MoPac soon after completing the current improvements. Actually, its plain insane! We need to focus more intensely on mass transit and bike/ped solutions than a destructive road building project like S. Mopac expansion. What about SH 130?? Make it cheaper to reduce traffic on I-35.	#3 - Transportation Funding, the Mobility Authority & Tolling #35 - Community Impacts #36 - Environmental Justice #45 - MoPac will become Bypass to I-35 #17 - Bus Transit #54 - Rail Transit #15 - Bicycle & Pedestrian Facilities #47 - Removing Tolls from SH 130 as a Relief Route to I-35
1475	Werstler	Erik	11/20/15	Mailed	RE: Please take action oppose toll, elevated lane expansion of Mopac and the connection of South Mopac to Interstate 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 MoPac south 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	#45 - MoPac will become I-35 Bypass/Keep MoPac Local #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop

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					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.	#25 - Concerns about Large Trucks #35 - Community Impacts
1476	West	Alyssa	11/19/15	Email	In addition to any 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. Thank you for your thoughtful consideration.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
1477	Wetherold	Rosemary	10/22/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
1478	Wethington	Emily	11/4/15	Email	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 Star 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 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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species

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1479	Wethington	Mike	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1480	Wheat	John	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1481	White	Brian	11/19/15	Email	In addition to any 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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts

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1482	Whitfield	Gail	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1483	Whitfield	Marcus	11/18/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1484	Whitley	Tracey	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1485	Whitley	Zachary	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1486	Whitlow	Elizabeth	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit

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1487	Wiggins	Ramsey	11/9/15	Email	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 Star 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 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. 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.	#51 - MoPac Intersections #29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
1488	Wilcox	Cynthia	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1489	Wilkinson	Laura	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local

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					benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse. 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.	#3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections #11 - Loop 360
1490	Williams	Diane	11/5/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
1491	Williams	Edwin	11/20/15	Hand Delivered	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 the area.	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #2 - Alternatives Considered #17 - Bus Transit
1492	Williams	Jeff	11/20/15	Mailed	In addition to any 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	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife

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					public parkland use, green spaces and community values. 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.	#35 - Community Impacts
1493	Williams	Lisa	11/7/15	Web Mail	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!	#51 - MoPac Intersections #50 - Oak Hill Parkway #39 - Noise #37 - Visual & Aesthetics/CSS #40 - Parklands #43 - Construction Impacts
1494	Williams	Matt	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1495	Williams	Randy	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1496	Williams	Sunshine	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1497	Williams	Talley	11/14/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality

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					project any more. Build it Now!"	
1498	Williamson	Matthew	11/12/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1499	Williamson	Tricia	11/20/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1500	Wilson	Jennifer	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1501	Wilson	Jeremy	11/8/15	Virtual Open House	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!	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW
1502	Wilton	Brooke	11/11/15	Email	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 Star 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 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. 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	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice

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					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.	#25 - Concerns about Truck Traffic
1503	Windham	Jimmy	11/12/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1504	Windham	Shannon	11/11/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1505	Winters	Eva	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1506	Wisdom	Becky	11/6/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1507	Wittliff	Sally	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before	#29 - 3 Projects should be Single Study

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					building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1508	Wixon	Joel	11/20/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1509	Wolaver	Joanna	11/17/15	Email	In addition to any 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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
1510	Wood	James	11/20/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1511	Wood	Tyler	11/17/15	Email	According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"	#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality
1512	Woods	Judy	11/10/15	via Court Reporter	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	#6 - Direct Connector #4 - Operational Configurations #40 - Parklands #30 - Water Quality #37 - Visual & Aesthetics/CSS

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					<p>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.</p>	<p>#45 - MoPac will become I-35 Bypass #47 - Removing Tolls from SH 130 as a Relief Route to I-35 #22 - Traffic Impact of a I-35-MoPac Loop #35 - Community Impacts #31 - Threatened & Endangered Species #32 - Vegetation & Wildlife #2 - Alternatives Considered #3 - Transportation Funding, the Mobility Authority & Tolling #39 - Noise #38 - Air Quality #1 - Safety #48 - General Public Involvement</p>
1513	Woods	Tom	11/19/15	Email	<p>According to the Texas Transportation Institute, Austin ranks 10th in the nation for the worst traffic congestion. MoPac is listed in the top 50 most congested roads in Texas. Please move as quickly as possible to construction of the MoPac South Express Lane project. We need to add the maximum additional capacity available within existing right of way. Please build two Express Lanes in each direction as described in the CAMPO 2040 Plan. We need a way to get downtown without weaving through traffic. Please build a direct connector from the Express Lanes into and out of downtown Austin to provide a reliable route for cars, transit and emergency responders. I support the opportunity to enhance water quality treatment measures on MoPac by implementing the latest, most modern technologies available with this project. Don't let those that are spreading misinformation slow down this project any more. Build it Now!"</p>	<p>#44 - Timing of MoPac South, MoPac Intersections & SH 45SW #1 - Safety #30 - Water Quality</p>
1514	Woods	Virginia A.	11/20/15	Email	<p>Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park</p>	<p>#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit</p>

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					and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#51 - MoPac Intersections
1515	Woodworth	Monica	10/29/15	Virtual Open House	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!	Comment Noted.
1516	Wright	Jo	11/4/15	Email	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 Star 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 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. 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.	#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic
1517	Wright	Luke	11/20/15	Hand Delivered	Building more 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 haves would increase traffic for AHS students and put them in further danger. Second, the proposal will actually add traffic after completion and only worsen community in Austin. Third, the adds pollution will push the Barton Springs Salamander towards extinction due to pollution of Edwards Aquifer. A HOV loaned, increased light realtor commuters and other high-volume mass transit are all better options than current proposal.	#1 - Safety #20 - Impacts to Downtown Traffic #31 - Threatened & Endangered Species #30 - Water Quality #2 - Alternatives Considered #17 - Bus Transit #54 - Rail Transit
1518	Wright	Melanie	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35

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					and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#17 - Bus Transit #51 - MoPac Intersections
1519	Wright	Sarah Gail	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1520	Yesne	Terra	11/20/15	Mailed	In addition to any 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 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 deck, I'm concerned in noise and light pollution. Ausitn is a beautiful city in an amazing downtown and adding any elevation to an already ever expanding sky like will obstruct views. We are building a home very close to MoPac. We specifically bought this lot for the unobstructed biews of Austin and downtown. This 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!	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts #39 - Noise #34 - Light Pollution
1521	Young	Cindy and Gary	11/20/15	Mailed	In addition to any 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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
1522	Young	Samantha	11/20/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1523	Youngblood	Justin	11/10/15	Email	Please use your office and personal authority to demand that CTRMA and TxDOT see the big picture and study the entire proposed	#29 - 3 Projects should be Single Study

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					<p>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 neighbors, 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.</p> <p>** 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 Star 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 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. 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</p>	<p>#35 - Community Impacts #40 - Parklands #37 - Visual & Aesthetics/CSS #45 - MoPac will become I-35 Bypass #47 - Removing Tolls from SH 130 as a Relief Route to I-35 #2 - Alternatives Considered #17 - Bus Transit #54 - Rail Transit #51 - MoPac Intersections #3 - Transportation Funding, the Mobility Authority & Tolling #46 - Extension of SH 45SW to I-35 #25 - Concerns about Large Trucks #22 - Traffic Impacts of a I-35-MoPac Loop #36 - Environmental Justice #23 - How Express Lanes benefit General Purpose Lane Traffic #42 - Cumulative Impacts #30 - Water Quality #31 - Threatened & Endangered Species #27 - The Environmental Study</p>
1524	Youngblood	Summer	11/10/15	Email	<p>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 Star 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 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. 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,</p>	<p>#29 - 3 Projects should be Single Study #45 - MoPac will become I-35 Bypass/Keep MoPac Local #47 - Remove Tolls from SH 130 as Relief Route to I-35 #54 - Rail Transit #2 - Alternatives Considered #51 - MoPac Intersections #46 - Extension of SH 45SW to I-35 #22 - Traffic Impacts of a I-35-MoPac Loop #42 - Cumulative Impacts #40 - Parklands #31 - Threatened and Endangered Species #30 - Water Quality #32 - Vegetation & Wildlife #4 - Operational Configurations #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #25 - Concerns about Truck Traffic</p>

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					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.	
1525	Youngblood	Summer	11/20/15	Hand Delivered	Keep our city protected. We need to look at our city and culture/lifestyle and study all of this before building it. Instead of building leans 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 propose 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 of 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 rush hour 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.	#35 - Community Impacts #45 - MoPac will become I-35 Bypass #47 - Removing Tolling from SH 130 as a Relief Route to I-35 #3 - Transportation Funding, the Mobility Authority & Tolling #2 - Alternatives Considered #17 - Bus Transit #54 - Rail Transit
1526	Zachary	Leslie & Andrew	11/19/15	Web Mail	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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
1527	Zachary	Leslie & Andrew	11/19/15	Web Mail	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.	#6 - Direct Connectors #2 - Alternatives Considered #4 - Operational Configurations #37 - Visual & Aesthetics/CSS #40 - Parklands #32 - Vegetation & Wildlife #35 - Community Impacts
1528	Zakes	Joe	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1529	Zamarripa	Ricardo	11/10/15	Comment Form	I AM FULLY SUPPORTIVE OF THE ENTIRE EXPRESS LANE PROJECT AND FAVOR THE OPTION WITH TWO 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 6H STREET	Comment Noted.
1530	Zaslow	Kenneth	11/18/15	Email	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	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality

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					comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #2945- MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1531	Zelazny	Gary	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1532	Ziegelman	Julie	11/19/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections
1533	Ziegler	Leigh	10/13/15	Web Mail	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?	#15 - Bicycle & Pedestrian Facilities #30 - Water Quality #39 - Noise #35 - Community Impacts #32 - Vegetation & Wildlife
1534	Ziegler	Leigh	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered

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1535	Zucker	Shaya	11/18/15	Email	Please include these comments in the public record on the proposed 8-mile long "Mopac South" project. Study all of it before building any of it. The "Mopac South" project is really just one of four segments of the larger 18-mile long Mopac South and SH 45 SW toll expansion loop that should be studied comprehensively as a single project. Building SH 45 SW first will dump 30,000 or more cars on South Mopac, making traffic worse not better, while causing real damage to the Barton Springs recharge zone and the Lady Bird Johnson Wildflower Center. Make it an independent study that considers non-toll alternatives that avoid converting Mopac into a second Interstate 35 through Austin. The CTRMA toll agency's 4-segment, piecemeal approach only considers toll options. They make more money the worse the traffic is on the free lanes. We need someone else to study non-toll options that benefit everyone, not just the few people who can afford to pay \$10 to \$13 one-way during rush hour. Relieve traffic on I-35 by making 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 already have work, rather than making Mopac a new I-35. Improve Mopac traffic now with rush hour HOV lanes, park and rides, enhanced ridesharing, and improved intersections at Slaughter Lane and LaCrosse.	#29 - 3 Projects should be Single Study #44 - Timing of MoPac South, MoPac Intersections and SH 45SW #30 - Water Quality #40 - Parklands #2 - Alternatives Considered #22 - Traffic Impacts of a I-35-MoPac Loop #45 - MoPac will become I-35 Bypass/Keep MoPac Local #3 - Transportation Funding, the Mobility Authority & Tolling #36 - Environmental Justice #47 - Removing Tolls from SH 130 as Relief Route to I-35 #17 - Bus Transit #51 - MoPac Intersections